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AIR TRANSPORTATION

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Magazine . . . Established
October, 1942



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AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in AIR TRANSPORTATION'S wide coverage are: air shipping, cargo plane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, personnel and business air travel.

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Then...

October, 1942



Air Transportation first appeared

Now...

November, 1952



AIR TRANSPORTATION

IS STILL

THE WORLD'S ONLY AIR CARGO PUBLICATION

Building Character With Airfreight

By Charles L. Hood, Assistant to the
Vice President, Sales
National Airlines, Inc.

BEFORE joining the Fourth Ferry Group as a civilian pilot in September, 1942, Charles Hood had been Chief Flight Instructor for Southern Airways. As First Pilot on C-54 type equipment, he became interested in air cargo and worked with other military personnel to develop new methods for handling airfreight. After the war, Hood served briefly with American Airlines and Aerovias Nacionales de Ecuador. In February, 1948, he joined National, where his interest in air cargo was allowed to develop. In New York, he served as the carrier's District Cargo Sales Manager and District Sales Manager. Transferred to Miami in December, 1950, Hood is still working actively on air cargo in his present position.

SINCE NATIONAL'S INCEPTION, its management has felt that to be awarded a Certificate of Public Convenience and Necessity to serve a community carries with it an obligation to that community. National knows that the economy of the community has a direct bearing on its own economy. Therefore, during its early days the airline endeavored to become a better citizen in each community along its system. Local managers were prompt to join civic organizations and take part in community affairs.

NAL's first airfreight tariff was filed in September of 1946. With excellent service to every community, this very small freight business grew to such proportions that it became necessary to expand our fleet to include two all-cargo type aircraft.

Naturally, the acquisition of this new equipment opened a new field in airfreight for us. National was very careful to protect the shipper and the only embargoes or restrictions placed on shipments were those that were absolutely necessary. We were determined to give the entire shipping public the best possible airfreight service. Freight of all types began to move over our line: race horses, live monkeys, king cobras and ship parts running as high as 9700 pounds for a single piece shipment.

Naturally, it would have been much easier to place restrictions on shipments so as to embargo the undesirable traffic, and take only the high revenue-return desirable freight. But in our belief that if we served every need of our shipper rather than take just his desirable traffic, he in turn would tender us all his airfreight business as well as his passenger travel.

As our cargo business grew, we discovered that while we were able to generate vast amounts of freight southbound there was very little available northbound traffic. Realizing the seriousness of this backhaul problem, National surveyed the field and saw that the best possibilities for northbound cargo lay in the perishable freight market. Many experimental trips were made with fresh cut flowers, beans, okra, strawberries and mangoes. We found that the above products took well to airfreight but



encountered much resistance from the shippers due to high freight rates.

The Civil Aeronautics Board realized that the airlines were having difficulty with their backhaul problem and amended their minimum rate order to allow specific directional commodity rates that were below the floor set forth in their minimum rate order.

With the amended rates, our perishable cargo increased to a point where during certain months, January through April, our backhaul problem no longer existed. This business consists almost wholly of gladiolus, beans and okra.

Last summer we were successful in moving large quantities of avocados, limes, mangoes and papaya. In fact, this movement met with such success that we anticipate at least a 100%

increase in these products next summer. Due to the fine cooperation of the shippers, air carriers and the CAB, air cargo tonnage of a perishable nature has now grown to an estimated 25% to 27% of our total.

Through the cooperation of our shippers, the CAB after studying the success of directional commodity rates has now extended this tariff for an indefinite period.

During our experiments we have discovered markets for certain perishable cargo that would bear our regular airfreight tariff. The breeding and raising of tropical fish has become a major industry in South Florida.

An interesting sidelight on tropical fish is the fact that not too long ago, shipment of tropical fish for any great distance was taboo. Many airlines embargoed this type of traffic due to the fact that if the cans were stacked improperly or were allowed to be exposed to heat or cold, the fish would perish and claims would follow. National not only cautioned and educated its personnel as to the perishability of this commodity but worked very closely with the fish breeders on packaging methods. By this close cooperation, National has become one of the largest carriers of tropical fish and this business has grown from an experimental project to a regularly accepted mode of transportation that is profitable to National. As more and

(Continued on Page 61)

Marketing Agricultural and Fishery Products

by Dwight L. Gentry

Associate Professor, Business Administration, Wake Forest College

THE FAILURE of fruits and vegetables to develop as air candidates leaves the study of transporting produce by air largely a question of potential traffic and the conditions necessary to its attainment. However, it should not be implied that nothing has been accomplished in this area during the past five or six years. On the contrary, much has been accomplished which may be used in analyzing the possibilities and problems of marketing fresh produce by air. The mere fact that fruit and vegetable candidates have not developed as rapidly as expected does not invalidate the early studies in this field. The failure of predicted traffic to materialize may be nothing more than an error in timing. On the other hand, it may indicate weaknesses in the studies and a failure to conduct proper research prior to the prediction of air cargo volume. It is also probable that unforeseen conditions may have arisen since the early studies were made. Therefore, it becomes the objective of the present chapter to examine the studies made, to determine the reason why fruits and vegetables have not developed as air candidates, and to consider the possibilities of future development. Flowers and seafoods will be considered as examples of successful candidates, and comparisons will be made to show why these

products have succeeded as candidates in contrast to the failure of fruits and vegetables.

Early Studies

The pioneer study in the marketing of fresh fruits and vegetables by air was made under the direction of Dr. Spencer A. Larsen of Wayne University, in 1943. Edward S. Evans, president of Evans Products Company in Detroit, established a grant for the purpose of air cargo research. Dr. Larsen and his associates, aided by this grant, conducted the study which was published under the title, "Air Cargo Potential in Fresh Fruits and Vegetables." The objectives of the study were to determine those fruits and vegetables that might move by air and the volume that could be expected to move at various rates. The study was published early in 1944 and attracted wide attention among those interested in air transportation, and it is still widely quoted in discussions pertaining to the air shipment of produce.

The findings of the study, in respect to air cargo potential, are summarized in Table V-1. The potential was estimated in relation to various ton-mile rates for air cargo, and it was predicted that, with a ton-mile rate of 7 cents, approximately 2% of the gross traffic in fresh fruits and vegetables would

move by air transportation. At a ton-mile rate of 5 cents the potential was estimated at about 6%. Although at the time this study was made the lowest cargo rates were approximately 21 cents per ton-mile, aviation authorities were predicting airport-to-airport air transportation costs in the immediate post-war period as low as 5 cents per ton-mile. Needless to say, rates this low have not been realized.

The Larsen study further revealed the kinds of fruits and vegetables that were expected to become air candidates as the ton-mile cargo rates diminished. Tables V-2 and V-3 indicate the expected movement at varying rates. An examination of these tables reveals strawberries as a leading fruit candidate at rates of 15 cents through 5 cents per ton-mile. Other leading candidates are peaches, plums, grapes, and cantaloupes. Note the prediction that oranges, grapefruit and lemons will not become important candidates until cargo rates of 3 cents per ton-mile are reached. This is not in harmony with the air cargo exponents who emphasize the possibilities of air cargo in marketing tree-ripened fruit.

Among the vegetable candidates tomatoes, beans, lettuce, and asparagus rank high. At rates from 15 cents per ton-mile through 3 cents per ton-mile, tomatoes rank as a leading candidate. This would seem to emphasize the preference of the market for vine-ripened tomatoes. Green beans and lettuce as candidates also reflect the preference for fresher produce.

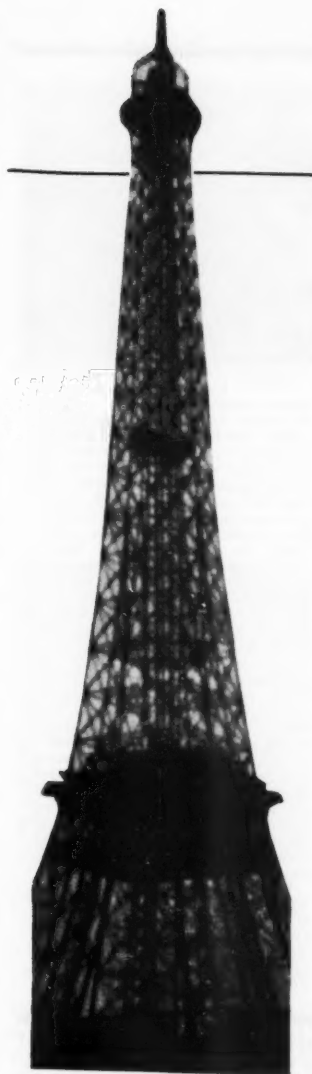
The accuracy of the study in determining the relative importance of fruit and vegetable candidates has not been tested since the rates have not declined to the levels shown in the tables. Some time back, directional rates have dropped as low as 8 cents per ton-mile, but statistics have not been made available showing the effect on produce traffic. Apparently the study was correct in ranking strawberries as the num-

(Continued on Page 83)

TABLE V-1
AIR CARGO POTENTIAL IN THOUSANDS OF AIR TON-
MILES PROJECTED AT VARIOUS AIR CARGO RATES

Commodity	at projected air cargo rates per ton-mile of:				
	15¢	10¢	7¢	5¢	3¢
Fresh fruits	3,763	24,805	90,154	272,259	2,078,134
% gross traffic	.04	.26	.94	2.83	21.61
Fresh vegetables	20,656	38,909	242,973	695,452	1,940,609
% gross traffic	.32	.60	3.72	10.66	29.73
Total ton-m potential	24,419	63,714	333,127	967,711	4,018,743
% gross traffic	.15	.39	2.06	5.99	24.98

Source: Spencer A. Larsen, *Air Cargo Potential in Fresh Fruits and Vegetables*, Wayne University Press, Detroit, Michigan, 1944, for this and the following tables.



✈ Cargo at Paris

than the moon and in no way connected with that fabulous place.

In this, popular conception is partially wrong. Paris is not only the city of wide boulevards and sidewalk cafes that travelers know. It has its business side to, like any major metropolis, and like any major metropolis is also air-minded, but of course, in its own way. Take air cargo as an example.

Air cargo handling remains constant from place to place and from one country to another. The basic procedure remains the same: load, unload, store, deliver; but the conditions in each country alter the aspect of air cargo. In the United States, for instance, a good percentage of the cargo flown starts and finishes within the country's own borders. In France this is rarely the case. Air cargo developed in France generally ends up in Africa. The country's activities therefore are primarily international in character, and it is this character that makes the airfreight set-up at Paris different than it is in New York.

One major difference lies in the fact that approximately 85% of the freight that Air France handles in Paris has to deal with customs because so little of it originates in France. In the United States, of course, this percentage is considerably lower.

France has only one major airline: Air France, whose system stretches across all the seas and touches all the continents of the world. Thus, by actual mileage, Air France is the longest airline in the world, covering all of 130,000 miles of regular routes throughout the length and breadth of the globe. Almost all of the cargo the carrier handles in these many areas of the world finds its way back to Paris. Air cargo originating in Europe, Africa or Asia for the most part lands at Le Bourget, one of the two airports that service the French capital. Cargo coming over the Atlantic from the Americas generally lands at Orly. Virtually all airfreight coming to or leaving Paris via Air France goes through the central freight office known as *l'Agence Poissoniere*.

In effect, Air France has three cargo terminals in Paris, each fully equipped for the job of handling airfreight in the

most expeditious manner possible; two airports and one central agency. It is the agency, Poissoniere, to which airfreight is delivered for consolidation prior to transshipment. It is also, in many cases, the starting and ending point for air cargo; the beginning or the end of a long journey by air.

A company that flies more than 24,854,800 ton miles of freight per year, as Air France does, must, of necessity, comprise a vast technical organization that can effect the movement of such large amounts of property over so large an area of the globe. It must, furthermore, specialize in such activity, apart from its other considerations, and employ specialists without whom no important activity can be accomplished with so much efficiency, or even developed to such proportions.

Air France itself has been assigned by the French government to the full exploitation of aviation services in the national interest. Its mission is, primarily, the solidification of connecting links between France itself and her possessions—*l'Union Francaise*—in Africa and Asia. For France, like most European nations at present is a world power mainly through the strength of its possessions more than through the wealth within its own boundaries. To aid in the exploitation of local and colonial resources, to contribute to the prestige and the economic life of the nation through its international services, these are the two main reasons for the existence of the airline, which reasons approximate those of any country actively and earnestly interested in the progress of, and the benefits derived from air transportation. The extension of the airline's routes into France's great possessions has brought about the creation of industrial and commercial bases in Asia and Africa necessary for the intensive exploitation of formerly untapped resources. Considerable wealth through the greater use of these resources and the creation of new markets, so largely attained by the activities of Air France, has flowed back to a grateful mother country that had suffered enormously during World War II. This wealth could not have been attained without air transportation, which has penetrated into regions

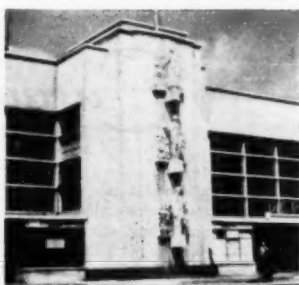
SEEING PARIS from the air is a thrilling sight. Especially at night, when the rest of the earth is black, and this huge, glistening form that is Paris slowly spreads out from under the airplane's wing and lies upon the earth like a white veil. No approach but this can so preserve the spirit of Paris as it is popularly imagined or do it so much justice. Down there lies the City of Light, part legend, part romance, and all beautiful. So much has legend and romance become a part of the popular conception of Paris that the business world seems more remote

Paris terminals



POISSONNIERE: In the heart of Paris, stands the central airfreight office through which most of the cargo consigned to Air France moves. Situated in the Rue de Faubourg Poissonniere, which gives the office its name, the building itself dates all the way back to 1795, when it was known as the *Hôtel Cléret*. Now a busy airfreight station, Poissonniere stands virtually in a zone of intense commercial activity similar to the area at South Ferry in New York.

Though an historic structure, situated in an equally historic quarter of Paris—the French painter Corot, died a few houses from there, the French poet, Sully-Prudhomme, was born nearby, and the famous Folies-Bergere is situated a few blocks away, on Rue Richer—the agency is fully equipped for the expeditious handling of virtually all kinds of airfreight. The court is continually spotted with trucks—*camionnettes*—delivering or removing freight. Inside the 'hotel', where the cargo is sorted and consolidated, stand the usual roller-conveyor belts, scales, electric trucks, customs office and attendants. Here the airline's clients can fill out all the necessary documents and obtain whatever information they desire while the cargo handlers, in their usual prompt manner, go about their tasks of weighing, moving, loading, or unloading freight destined for all of the six continents, or perhaps merely ending a long journey by airfreight in Paris.



LE BOURGET: Almost blasted into oblivion by the Germans during World War II, this, the older of the two airports near Paris is gradually growing in importance as an air cargo terminal. It is here that Air France acts as freight agent for virtually all the larger European airlines save BEA. Maintenance and loading for the other airlines are also performed here by Air France. Airfreight assigned to the French airline, and either going to or coming from other sections of Europe or the *Union Francaise*, which affords the airline its greatest volume of airfreight traffic, for the most part goes through Le Bourget.

The new administration building shown above, with its figures of the world's three dominant races: white, black and yellow, adorning the entrance, makes the airport appear deceptively modern. Actually, Le Bourget was the scene of several important events in aviation history. It was here that Lindbergh landed on his historic flight from New York to Paris in 1927, and it was from here that the first successful Paris to New York flight was made. Now its hangars, work-shops, garages, etc., all serve the airport ably in its new function as cargo terminal from which point the products of Europe are flown to the still backward regions of the world.

From all indications, it appears that Le Bourget will eventually be reserved for freight traffic only while passenger traffic will be concentrated mainly at Orly.



ORLY: Merely a civilian flying field before World War II, Orly owes both its present size and aspect to the Germans. Greatly expanded during the Occupation, and also greatly damaged, the airport now presents a new and shining appearance where once there had been just rubble. This is the airport where cargo flying into Paris from over the Atlantic, and some from Africa, lands. The modern terminal building (see above) is the airport's most imposing structure, the rest consisting of Air France's big warehouse and smaller buildings devoted to machine shops, garages, the keeping of shipping documents, etc.

Situated out past Paris' suburbs and amidst the neat, fresh meadows characteristic of the French farmlands, the airport is considered one of the most active in Air France's system. Also one of the most useful, Orly is not lacking in personnel who know how to expedite shipments in the best possible manner. All the necessary functions related to air cargo handling—loading, sorting, customs, etc.—are attended to by an efficient group of men operating an efficient system that minimizes delays on air shipments.

Yet the airport is mainly a passenger base. Airfreight landing here consists of the smaller items that best fit into combination cargo-passenger transports, like Air France's *Constellations*, flown almost exclusively by the airline over the North Atlantic segment of its system.

where roads were never built and will not be built; for the construction of highways through jungles and over mountains are far more expensive than the maintenance of a single airfield set in similar surroundings. For this reason, Air France has created modern terminals in even the most backward of areas, substituting modern installations for ancient and insufficient equipment, and even now, maintaining the life blood of France's possessions through the flying of men and materials into the still dark regions of the world.

Paris, one of the world's most beautiful and celebrated cities, where culture and gaiety reach impressive heights and Air France's headquarters are situated, is the hub in this wheel of commerce whose stronger spokes ex-

tend down through Asia and Africa. Paris' three great terminals at one time or another hold air cargo destined for every quarter of the globe. But though the routes are extensive, procedure for expediting the movement of airfreight at Paris is amazingly simple. Leave it to the French to unite simplicity and quality to get the maximum of service.

It is generally agreed in Paris as in New York or Rome or any great city, that merchandise consigned to air shipping should not be delayed by formalities and made to lose the gain that flying gives it. One solution calls for greater cooperation between customs and the cargo handlers, such as Air France has in a large measure effected in France, as an aid in this respect.

The general procedure at Paris as re-

gards customs is geared to the speed of air shipping. Airfreight such as perishable foods, animals, film, newspapers, etc., items requiring haste are given particular attention; the very nature of such cargo warrants it. When these land at either of the airports, they are immediately cleared by customs and speeded to Paris. For cargo such as this, customs declarations are signed after the goods have left the airport bound either for the office at Poissonniere or perhaps, if required, transferred directly to Le Bourget from Orly. Generally, the declarations for 'perishables' are signed within 24 hours of their arrival. For other types of cargo, the routine, is just about as quick. Except for the greater emphasis placed

Meet some cargo men



Antoine Dumet was an artillery sergeant in charge of a battery at Dunkirk. He had also been a driver of heavy trucks that transport freight all over France. Still moving freight—airfreight now—Dumet, who is 41 years old, married and has two children, has been with Air France for all of 4½ years.

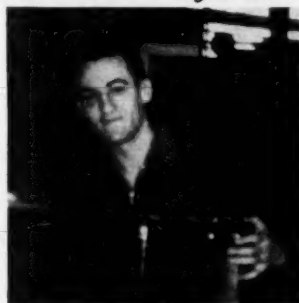


Marcel Goodet, 30, had been a police inspector before coming to Orly. Economic restrictions forced the removal of many policemen 6 months ago. Goodet among them. He expects some day to return to the force, but till then, he finds air cargo handling and the cargo personnel quite pleasant at Orly.

In the big warehouse at Orly, Rene Signoret is one of Air France's veteran cargo handlers. He has been with the carrier 5 years, having previously worked in a factory that manufactures paper-teries. He says he likes air cargo much better. When not at Orly, Signoret lives at Creteil, a pleasant suburb near Paris, with his wife and child.



At Poissoniere, Gustave Laurient is an old hand around airfreight. Smiling and amiable, Laurient is 44 years old, has been with Air France 6 years, or when the present cargo office had been located at Chateaudun. During the war, he was a machine gun leader in the French Army, serving in the north, near Arras. Finds cargo handling is better.



Rene Prunier has been with Air France at Le Bourget for only six months, but he likes handling air cargo, and he likes working at the airport. Formerly a sales- man for the Singer Sewing Machine company, Prunier, who is married and has one child, finds his present occupa- tion considerably more pleasant.



Smiling Jean Renson is 24 years old, engaged, and a cargo handler for Air France since 1947. He lives near Orly, breeds poultry as a hobby. This stems from the fact that his parents have a farm in Belgium on which Renson worked. He likes breeding animals better than agriculture, though, and seems to enjoy cargo handling too.

on the use of customs in France, the procedure differs hardly at all from the way imports are handled in the United States. Papers, such as customs declarations, are obtained directly from Poissoniere, and the merchandise is listed in triplicate. Records of the shipments at Orly are kept for a period of three years. Should some difficulty arise with customs concerning the shipment, the records are then kept for 30 years. These can be seen by special permission in the small hutments that line one side of the airport.

Cargo coming from the transports are brought immediately into a depot. Service for transshipping the goods from Orly to Le Bourget is maintained three times a day. The rest, if bound for Paris goes to Poissoniere, from

which point, if bound for the French provinces, it is taken to the proper railroad terminal.

Actually, there is little airfreighting carried on inside France itself, and so most cargo bound for the provinces goes by rail. As Claude Pasty, adjutant to the general manager at l'Agence Poissoniere, explains it, (Pasty is a tall, gaunt, rather serious young man who understands the general transportation picture in France extremely well) distances within the country are too short for flight. Helicopters might be the economical answer, and although the problem has been studied, no results are available. Besides, he admits, helicopters would still have to beat the very efficient French railroad system—one of the best in the world—

in order to prove valuable to shippers. Considering these factors, helicopters or any other form of transportation by air servicing France alone, might prove superfluous in a country of that size in which there is, as Pasty says, very little freight movement of any kind. Most of the freight there consists of mail and newspapers; the rest is generally international in nature, that is, transoceanic.

Besides the working arrangement Air France enjoys with the customs office concerning 'perishables', the airline has another with the post office. This one in particular is to aid the shipper of small packages. In France, packages weighing from 6½ to 44 pounds need not go through the post office prior to air shipping, but may be brought directly to Air France, either by the ship-

per himself (and the location at Poissoniere makes this especially feasible) or by the railroad. Letters and small parcels treated as letters—that is, weighing from a few ounces up to 6½ pounds—must go through the post office.

THE EMPHASIS ON CARGO handled by Air France has recently shifted, not from Poissoniere; volume and activity there being fairly stable, but from Orly to Le Bourget. Despite the spacious depot, with its store room for gold and other valuables, and the many hutments, Orly, as an airfreight terminal, is slowly losing ground to Le Bourget. For instance, Orly handles

fume, valuable skins and minerals—pass through this place where Lindbergh had ended his historic flight back in 1927.

If cargo transportation over the North Atlantic is highly competitive both with surface transportation as well as among the airlines themselves, as it is also in Europe, it is considerably less competitive over the Mediterranean and the Middle East, great portions of which belong to France and are served by its airline. The carrier's activities in these remoter branches of its routes are increasing. According to Peter Bacos, Inspector for Freight in *Union Francaise*, new lines are going

luxury items—perfumes, shoes, etc., as well as food. This island, Bacos says, is known as one of the busiest places in all of the carrier's network, and employs an extensive airline network within itself for the air shipping of anything from watches to cars.

To Djibouti, the carrier flies mostly food. To Abidjan, textiles and dairy products, etc. The products that make for civilization drain down toward the Dark Continent and over to Asia, some of it trickling into Australia and Noumea, too. And back to France itself go many of the raw materials for those products; ylang-ylang, an herb for making expensive perfume, cotton for France's textile industry, tobacco, rice, precious ores, crocodile skins. Via air cargo, Africa sends its raw goods, and France repays with finesse: delicate wines, liquors, foods, fashions, beads for the natives—all in abundant volume for the mutual enrichment of these remote lands. All-cargo DC-3s and 4s are generally used on these flights.

As Bacos points out, Air France's greatest traffic in this region is centered on Madagascar. However, this is rivalled by a transmediterranean line that extends from Paris to Casablanca. Albert Miroux, General Inspector of Freight for the airline's Mediterranean area, considers this line the busiest for air cargo in this sector, with the Paris-Orin-Tunis line running a close second. He also notes that there is heavy traffic from Lyons, Bordeaux and Nice to Casablanca as well. Nice is important as a flower center, and the airline is currently trying to develop the flower traffic from the point westward to New York and Montreal, mostly with mimosa. Over these routes are carried fresh foods—grapes, cherries, and so on—technical equipment, machinery, drugs, small autos, textiles and other manufactured products, while up from North Africa are flown slaughtered sheep for meat, shrimp, flowers, carpets and leathers. The DC-4 is used on most of these flights, while in the winter, *Constellations* with Speedpaks attached are also flown, but to French Morocco only. The *Breguet Deux Pont*—12 have already been ordered—is planned for flights to Algeria and Tunisia. This new aircraft will be used mainly for airfreight.

Africa is becoming increasingly important to the French airline since the end of the war. Miroux claims that air cargo is being pushed increasingly in this sector. Where ships come back mostly empty, Air France's planes, he says, are finding little directional difference. That, and the fact that there is little competition there, explains the

(Continued on Page 83)



At Brazzaville, in French Equatorial Africa, airfreighting has done much for increasing commercial activities locally. This scene is typical of the way cargo is handled at Air France's other African bases. The natives have become quite adept at handling air cargo.

about 900 tons of airfreight per month (about 300 tons during the seasonal summer slack). However, approximately 200 tons of the freight originally meant for Orly has been switched to Le Bourget. Since the greater volume of Air France's freight activities concern Africa, and Orly's traffic is largely transatlantic, the shifting of cargo tends to indicate that Le Bourget will someday be a great freight terminal while Orly will be reserved mainly for passengers. For Orly's ties with Paris are largely spiritual, being more completely concerned with the tourists and pleasure seekers who go to Paris for the excitement and the romance that abounds there. From out of Le Bourget goes most of the material sustaining remote Africa and Asia—food from France and Europe, pharmaceuticals, clothing—as well as exotic materials from those regions—herbs for per-

to Madagascar, French Somaliland and the Marechal Islands, as well as to Casablanca, Abidjan, Bamako, Brazzaville and Dakar, to name a few. Many of these places, Bacos explains in his office on the Champs Elysees, such as Fort Lamy, depend almost entirely on airfreight for sustenance inasmuch as there are no railroads at all between that point located almost in central Africa and the sea.

These lines, all stemming from Paris and interweaving in Africa, are served with great frequency, and many with all-cargo service, French Equatorial Africa being the only area in which all-cargo flights are flown by Air France. The line from Paris to Dakar is flown seven times a week, from Paris to French Indo-China five times a week; intermediate points are served with varying frequency. To Madagascar, the carrier consistently flies the smaller

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USE
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VOL. 21

NOVEMBER, 1952

No. 5

Develops New Air Business

MIAMI—With seven tons of shrimp flown here weekly from waters off Venezuela, Rutas Aeras Nacionales S.A. (Ransa) expects to help balance the directional flow of traffic between these two points. While cargo exports from Miami's International Airport are greater than from any other airport in the country, its imports lag far behind. Hoping eventually to raise its shrimp shipments here to three and a half tons daily, the Venezuelan cargo airline will in some measure close the wide space between outgoing and incoming air cargoes.

Ransa also plans to develop the shrimp industry at its source. Its radio facilities co-ordinate the movement of launches from the island to the mainland where trucks carry the shrimp to ready planes. Eventually, too, the airline will supply the Indian fishermen with better craft for their fishing. Prior to and including this business, Ransa has been flying hundreds of refrigerators monthly to Venezuela at less cost than by ship.

Moves Executive Branch

NEW YORK — Commercial manager, M.E.A.L. deJong, of KLM Royal Dutch Airlines has announced the leasing of the 19th floor of the News Building to house the airline's North American Division Executive Offices. The carrier's Regional Management Offices have not been affected by this move; they still remain at 572 Fifth Avenue, said deJong.

Lederle Wins Slick Trophy

BURBANK—For its outstanding contributions to the development of the air-freight industry during the year, Lederle Laboratories has been named the winner of Slick Airways' Annual Airfreight Trophy. Lederle, a division of American Cyanamid and constant user of airfreight, investigated the full potentials of airfreight as a primary shipping method for its domestic and overseas branches and has, in fact, influenced the following:

Design and introduction of new packaging technique for perishable drugs and vaccine to go by air.

An emergency plan for speeding biologicals to counteract epidemics anywhere in the world.

A reduction in claims for the damage of goods in transit (which are amazingly lower for air transportation than any other form of transportation in the world).

An increase in regular airfreight shipments to insure fresh supplies of vital drugs and medicines.

Due to the above achievements, and the example the firm has set as a successful user of airfreight, the award was unanimously granted to Lederle.

Bright Future for Cargo Foreseen at IATA's Eighth Annual Meeting

GENEVA—At the first full assembly of the International Air Transport Association held in Switzerland since the war, Sir William P. Hildred, director general of the organization, predicted that the world's scheduled airlines will have passed the 1,000,000,000 ton-kilometer mark in cargo operations for the first time this year. The prediction was made by Hildred in his speech delivered at the Eighth General Meeting of the world airline organization which displayed much optimism and faith in the future of aviation. "The airlines shattered all records in 1951," he said, "but that is an old story—they will shatter more in 1952." Airline revenues, he ventured to say, will reach "something less than \$2,000,000,000."

Hildred pointed out that "what the air-



Sir William P. Hildred

lines have achieved has never come by settling down to a static business, but from being willing to take economic risks, to retire good equipment in favor of better; to open up new services and routes, to create new demands to put service ahead of reward. Air transport has grown by jumping from crest to crest.

"Scheduled air cargo may be a future crest. Its development to date has been little less than phenomenal—it has grown more than 330% in volume in five years—and the more cargo we carry the more we learn about its potentialities. *We have hardly scratched the surface of all-cargo transport.* (Italics ours.—Ed.)

"The helicopter may be hovering just over the horizon as the instrument of a new field of exploitation for the industry, he maintained, and he later encouraged the airlines that had already begun helicopter experiments to exchange information with the others.

Also at this meeting, Swissair's president, Dr. Walter Berchthold took over as IATA's president, succeeding BOAC's Sir Miles Thomas.

Japan Buys 2 DC-4s

TOKYO—Two DC-4s have been purchased by Japan's only licensed commercial airline to date and flown here from San Francisco. Piloted by a ferry crew belonging to Pan American World Airways, from whom the DC-4s were purchased by Japan Air Lines the first plane carried cargo consisting of aircraft parts, two crates of Crenshaw melons, three collie puppies and one French poodle. The second plane is expected to follow shortly. Japan Air Lines' colors will be red, white and blue, with a Japanese flag painted on the tail.

According to an announcement from the International Civil Aviation Organization, the government here has applied for membership in that group. This application has been forwarded to both the United Nations General Assembly and the ICAO Assembly for acceptance. ICAO's present membership consists of 57 nations.

Flies Hop to Chile

SANTIAGO—About 25,000 tiny flies made the long distance hop from California to the capital of Chile in what could easily be considered a mass migratory movement if not for the fact that these flies did not make the hop under their own steam. Actually, they were delivered here—the first group numbered only 6500—by Panagra to help fight a weed that has been wreaking havoc with Chilean crops.

Not of the household variety, the swarms of flies were air shipped to deposit their larvae on the roots of the pestiferous "San Juan grass" or "Argentine Alfalfa" as it is sometimes known. Both the larvae and the adult flies feed on the weed and thereby destroy it. There was no danger that the flies themselves would become pests; because they must feed on the weed in order to survive. Once they destroy the weed, they destroy also their food supply.

Sees Growth in Air Cargo

ALBANY—New York State's Department of Commerce has estimated that by 1960 airfreight volume in this state alone will reach 75,000 tons. Others, however, feel this estimate is too conservative. Last year, the state's domestic and commercial air traffic included 34 tons of air cargo. This figure does not include activities by private, chartered or non-scheduled traffic. In comparison with the volume reached in 1948, this air cargo total represents a gain of 35%. Demand for increased air service, the Department claims, will grow consistently. "Industrial expansion in a community," writes the Department, "may be encouraged or discouraged by the existence or lack of air transportation."

Fly Coats to Baltimore

BALTIMORE—As part of this city's Friendship with Holland Day, a KLM Royal Dutch Airlines all-cargo C-54 landed at Friendship International Airport here with several hundred high fashion coats aboard. Designed in Paris, but handmade in Holland and airfreighted across the Atlantic, the coats were hung on racks, a method that obviates the use of bulky boxes for shipping. With this method, as many as 10,000 coats can be hung in one of the airline's cargo planes.

PASSTEST AIR TRANSPORTATION TO CUBA FROM MIAMI (FLA.)

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PAA Reports No Seasonal Slack As Cargo Climbs High in Miami

MIAMI—This year's summer months were not slow for air cargo shipments destined for Latin America. In fact, booming business in that region kept Pan American World Airways' cargo handlers constantly on their toes and the planes averaging more than one extra flight each day during August. In that month, the carrier airlifted 2,066,271 pounds of merchandise out of this city. So great was the movement, that the cargo figures came just a few tons short of reaching the records set by Pan AM for cargo shipments in November and December, 1951.

Pan Am's cargo manifests amply proved that Latin America is an excellent customer for United States merchandise. Most typical of the items sent during this period

were \$10,000 worth of record changers, \$3000 worth of hypodermic needles, and \$33,700 worth of home freezers to Colombia. Puerto Rico received some \$1200 worth of cowhides for shoes, and Cuba \$5000 worth of tractor parts. Venezuela received 72 complete kitchen sinks valued at \$5000, and \$4000 worth of motion picture projectors. Other items listed were big juke boxes, television sets, coke dispensers and washing machines.

Although inbound air cargo during this period was also reported to have been high, it did not reach the volume, or even the intensity of activity, of the southbound movements. This city is still proving itself the top U. S. gateway for overseas air exports.

By way of celebrating its 25th anniversary, the carrier has announced the replacing of its DC-4 type *Clipper*s with sleek *Constellations* on 50 weekly flights between Miami, New Orleans, Brownsville and Houston and points in Central America. Typical of the advantages offered by the switch in aircraft is the saving of one hour 11 minutes on the nonstop trip between New Orleans and Panama.

Cargo Gains in Africa, Too

LONDON—Darkest Africa is not immune to the benefits derived from air cargo nor from the growth of air cargo itself. Word has recently been sent here from Central African Airways, in Southern Rhodesia, that revenue cargo carried in the three-month period from April to the end of June, had increased by 45%. Transportation of mail was up 29%, and passenger traffic followed last with 27%. The airline is fairly recent, having been formed in 1946 by the governments of Southern and Northern Rhodesia and Nyasaland. So well is the firm doing, that it expects to augment its current fleet of 15 aircraft with some brand new *Constellations* soon. BOAC, incidentally, acts as sales agent for the airline in the United States.

Propose New Interchange

NEW YORK—Direct one-plane service from this city to Houston, Texas, through an interchange between Trans World Airlines and Chicago & Southern Air Lines, has been recommended by Examiner William F. Cusick, of the Civil Aeronautics Board. As proposed by the two carriers, the interchange would greatly effect improved air service between the two points. Inauguration of the new service must now await final approval by the CAB.

6th Air Institute to Open

WASHINGTON, D. C.—For just three weeks in November, the American University here will conduct its Sixth Air Transportation Institute. Primary idea of the Institute is to help train young executives in the diverse fields of air transportation. Prominent members in the industry are scheduled to appear as well as 40 experts in the field. All phases of air transportation will be covered in an intensive study program concerned with current problems and competitive situations among the airlines and between air and surface carriers.

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AIRFREIGHT FORWARDERS

AIRBORNE COORDINATORS: A new office has been opened in Cincinnati, Ohio, to service shippers in that city and its adjacent areas. Kent Hammer has been put in charge of the office there, and Robert Gronau is in charge of operations at the airport. The opening of this office, said the firm's William Geiselman, makes the freight forwarding services enjoyed by shippers in coastal ports available in the Cincinnati area. Headquarters for the organization are located in Cleveland.

► **Barnett International Forwarders:** A business trip has taken Norman Barnett, vice president of the company, to Europe. While there, Barnett plans to visit his agents and customers in England, Holland, Italy, France and Belgium.

► **Emery Air Freight Corp:** A new type of Memorandum Tariff designed to make things easier for shippers to determine rates between principal cities has been issued. By way of innovation, separate Memorandum Tariffs are published for each of the 27 principal cities of the country in which this firm maintains its branch offices. Each of the 27 versions features Emery rates to and from that market and other cities. The Tariffs can be mounted on the wall or under glass, if desired. Special commodity and directional rates are also included on the main face of the Tariff for added convenience. Now the busy traffic manager can obtain all the necessary rates and information virtually at a glance without having first to thumb through a number of pages.

Fish Fly Via the Comet

LONDON — The *Comet*, belonging to British Overseas Airways Corp., has proved an ideal vehicle for the shipping of improved strains of tropical fish. These fish—mollies, guppies, glowlights, etc., from North and South America—once poor air travelers, are now frequent cargo on the famous jetliners that travel 490 mph and make a 6724 mile flight, with stopovers, in 24 hours. Shipped in special canisters with breathing tubes, the fish are sent from this city to stock private aquaria in South Africa. BOAC claims that one breed of guppies sells for as much as \$14 each.

EMERGENCY RUSH BY AIR

To the victim of respiratory polio, the lack of an iron lung may mean certain doom. But polio is unpredictable. A given area may go for years without a single case of this most serious form of the disease. The same area may, in a matter of weeks, find itself flooded by dozens of such cases. For every hospital in the nation to maintain a stock of iron lungs would be a flagrant waste of money and space. The problem then, is one of movement—to bring the vital equipment to points of need in the shortest possible time.

The National Foundation solved this problem by appointing, at its national office in New York, a Director of Technical Equipment, whose job is to move equipment into



stricken areas on spot notice. To him, the United States resembles a huge checkerboard across which a limited number of pieces must be moved back and forth in the fewest possible moves. During the epidemic season, thousands of emergency calls from every part of the country are received and handled from this key point in a matter of minutes. A telephone call may start a respirator winging across the nation in a few hours. A telegram may send a dozen cribs flying from North Carolina to Texas without delay.

At the height of a recent California epidemic, Los Angeles General Hospital put in a call for ten respirators. Speed was essential. Within 24 hours every one of the life-saving machines had arrived and was in use. Two of the "lungs" came from New York, two from Arkansas, three from San Antonio and three from Boston.

Air transportation thus plays an important part in helping the National Foundation to provide emergency equipment when and where it is needed despite the fact that epidemic needs cannot be predicted in advance.

Increased Service Flown

LOS ANGELES — New service out of International Airport here has been inaugurated by Bonanza Airlines. This consists of two round trips daily flown between this city and Phoenix, Arizona, via San Diego, El Centro and Yuma. DC-3s are used, reports Bonanza.

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BOOKS

CERTAINLY one of the most interesting books to deal with flight into outer space is Arthur C. Clarke's *The Exploration of Space*. Sometimes approaching the realm of science fiction, this book stays on this side of reality and gives a scientifically correct, easy to read, account of space travel. Such things as the fueling of space ships, the building of a space station and the surveying of Mars take on new and startling meanings when the book shows us that these may happen shortly. Illustrations that transcend anything found in Buck Rogers add to the enjoyment of the book. (Harper & Brothers, New York, N. Y. 199 pages; \$3.50.) . . . *The Technique of Executive Leadership*, by James F. Bender, takes into account one of the scarcest commodities and shows how to develop it. Executive leadership, that indispensable talent for anyone wanting to succeed, is explained and analyzed by the author, who also shows how it is to be used. How to analyze yourself, be pleasant to work with, conduct good conference, grow as a speaker, etc., are all thoroughly told by Dr. Bender, who is apparently an authority on the subject. Helpful all the way through. (McGraw-Hill Book Co., 330 W. 42nd St., NYC. 291 pages; \$3.50.) . . . A big, red book that is pleasant to browse through is the 101st annual issue of *The Newspaper Press Directory*. Including such things as a separate alphabetical index covering general and special periodicals, an overseas press section and an advertisers' guide, this book on British publications, though somewhat specialized, is a solid introduction to England's Fourth Estate. (John de Graff, Inc., 64 W. 23rd St., NYC. 718 pages; \$9.50.)

Fly More Cargo to Alaska

SEATTLE — Air cargo in increasing quantities is being flown up to Alaska through the Seattle-Tacoma gateway. According to the most recent checkup made by Northwest Airlines, this carrier had flown a record total of 583,387 pounds of airfreight to Alaska in July. This total broke the previous record of 544,579 pounds established in October, 1951. Cargoes consisted mostly of fresh produce, dairy products and other foodstuffs. Not counted in the total for July were the increased amounts of air-mail and air express also flown by NWA.

TRAFFIC ON DOMESTIC TRUNK SCHEDULED AIRLINES, FIRST 6 MONTHS OF 1952 AND 1951

	6 mos. 1951	6 mos. 1952	% change	June 1952
No. Passengers	9,783,179	10,642,628	+ 8.78	2,074,737
Poss. Miles (000)	4,838,733	5,684,598	+17.48	1,134,862
Mail Ton-Miles	28,672,954	33,578,957	+17.11	5,156,135
Express Ton-Miles	21,844,957	18,152,244	-16.86	2,900,929
Freight Ton-Miles	50,636,137	54,607,068	+ 7.84	8,829,671
Total Rev. Ton-Miles	573,267,207	658,763,120	+14.90%	

U. S. INTERNATIONAL AIRLINES TRAFFIC—FIRST 6 MONTHS OF 1952 AND 1951 SCHEDULED SERVICES

	6 mos. 1951	6 mos. 1952	% change
No. Passengers	983,578	1,064,311	+ 8.16
Passenger-Miles (000)	1,187,649	1,389,415	+16.99
U. S. Mail including Parcel Post Ton-Miles	10,446,088	10,657,578	+ 2.02
Foreign Mail Ton-Miles	2,449,951	2,648,135	+ 8.09
Cargo Ton-Miles, Express plus freight	32,523,426	34,972,170	+ 7.53
Total revenue ton-miles	169,966,402	197,640,437	+16.26

TRAFFIC ON DOMESTIC LOCAL SERVICE AIRLINES—FIRST 6 MONTHS 1952 AND 1951

	6 mos. 1951	6 mos. 1952	% change
No. Revenue Passengers	684,240	774,503	+13.2
Revenue Passenger Miles (000)	145,344	152,606	+ 5.0
Mail Ton Miles	360,418	423,782	+17.6
Express Ton Miles	469,546	405,772	-13.6
Freight Ton Miles	457,974	543,639	+18.6
Total Revenue Ton-Miles	15,355,837	16,173,984	+ 5.3

Prepared by Economic Research Division • Air Transport Association.

This publication predicted at the start of this year that the revenues accrued by air cargo activities will hit a new high in 1952. Now we have further visual proof that our prediction is coming through. Findings by the Air Transport Association show consistent gains in virtually all phases of the aviation industry, airfreight no less than passenger revenues rising steadily. Most of the airlines are finding air cargo looming in importance as more and more property becomes airborne, and eventually—we again predict—exceeding passengers as the big money-makers in the air.

May Start New Air Ferry

KEY WEST—Success of the car ferry over the English Channel has prompted Silver City Airways to consider starting a similar service here. Inasmuch as an increasing number of tourists prefer to take their autos with them, the airline evidently feels that flying autos between this point and Cuba would prove as profitable as it is in Europe.

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Mr. A. Tee Presents FACTS and FIGURES

BRITISH OVERSEAS AIRWAYS CORP: In the fiscal year ending March 31, the state-owned airline earned its first profit, advancing more than 12 million dollars over the previous year's deficit. Now, more than half a year after the recorded result, comes a breakdown of the airline's gains. Freight carriage increased from 5104 to 6031 tons, thus increasing freight revenues from \$6,493,645 to \$7,662,412. Mail revenues climbed also, from \$17,334,374 to \$24,496,343, and there were almost 50,000 revenue passengers flown. BOAC's load factor had also increased, from 59.7% to 65.7%, and there was a corresponding reduction in the break-even load factor, from 75% down to 65%.

Flying Tiger Line: Airfreight traffic hit a new high in August, when, domestically, it rose 22% over the preceding month's revenues. It even went above the cargo carrier's previous high month, May, by more than \$46,000. Very strong traffic gains were reported on FLT's New York, Hartford, Milwaukee, San Francisco and Providence stations. In some cases, reported vice president, George T. Cussen, "the gains were more than double the traffic of the previous month." For the fiscal year, which ended June 30, FTL listed a gain of 40%, with a total of \$21,837,496, when all the divisions of the airline operated at the highest levels in its history.

National Airlines: Despite a decline in airmail operation and a 24% rise in operating expenses, 1952 earnings were still the second highest in the company's history. The company's financial condition therefore continues to show improvement, and the airline is currently embarking on a major expansion program which will include the 'early inauguration' of non-stop service between New York and Havana.

Northwest Airlines: August brought in a net profit after taxes of \$490,542. While this falls slightly below the total recorded for August, 1951, operating profits for this August came to \$1,011,863, as opposed to last August's \$812,297. Operating expenses this August hit an all time monthly high for NWA of \$5,654,775. Last August, this figure had come to only \$5,018,483.

Seattle-Tacoma International Airport: Up to and including September 11, inbound and outbound airfreight totaled 9,366,680 pounds, and air express came to 1,877,951. This first figure exceeds the 7,534,843 pounds recorded for the same period in the previous year, but the latter falls a bit below the 1,946,444 taken in the corresponding period. In comparison with last August's airfreight total of 1,139,303, this August's figures show a good improvement, with a total of 1,227,400 pounds. The airlines who carried all this cargo into and out of the airport are ASA, NWA, TCA, UAL and WAL.

Slick Airways: For its July operations, a profit of \$18,900 after taxes was shown. The all-cargo carrier had hauled more ton

miles of revenue airfreight this July than it did last July, and the above figure reflects the improvement over the previous July's deficit of \$14,800. Load factors for this July came to 89.2%, certainly a marked improvement over the 76.6% reported for July, 1951. Also during this July, Slick made a profit, after taxes, of \$390,000 for the sale of its prototype DC-6A.

United Air Lines: Airfreight was up 22% this August in comparison with the amount of freight flown in August, 1951. Still comparing the same two months, airmail rose 6%, air express 1%, and passengers 24%, just topping the airfreight figure. In comparison with July, airfreight and passengers both rose 6%, air express went up 10%, and airmail lagged behind with an increase of 4%. These are the estimated figures released by Harold Cray, UAL's vice president, sales.

Profits SOAR with AIR TRANSPORTATION

Huge Navy Plane Built

OAKLAND—Just as the United States Army is finding it expedient to use large air transports with ample carrying capacity, so too is the United States Navy. Notable among the Navy's latest acquisitions is its mammoth 92 ton *USS Constitution*, its largest land-based plane. Commissioned in February, 1949, the aircraft is a double-decker that can carry 40,000 pounds and has a cargo space of 7375 cubic feet. The *Constitution* can fly at 303 mph, and it has a cruising speed of 280 mph. Overall length is 156 feet, one inch; overall wing span is 189 feet, one inch.

MAILBAG MEMOS

Many thanks . . . for the very fine handling of the story on combination service air freight and parcel post. I thought the article looked fine, and read as well.

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We received your October Tenth Anniversary issue of AIR TRANSPORTATION and have found it most interesting. May we offer our congratulations to you on the very fine job we feel you are doing.

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BUSINESS FLIGHT



More and More Executives . . .

• Air transportation for business purposes is still on the way up as more and more executives and businessmen take to the air in their own—or company owned—aircraft. Southwest Automotive Corporation, founded about 2 years ago for the express purpose of providing service on the larger business planes, now reports that fully 90% of its present activities are concerned with corporation or business aircraft as compared with pleasure aircraft. Last year, reports SAC, 8000 planes were serviced, and 90% of these, as reported above, were executive or industrial types.

Boon to Businessmen . . .

• There isn't any need now for the air traveling businessman, convention-goer or even plain tourist to carry large sums of money with him. A unique service known as the Tourex Plan gives him a charge account that is honored at the best hotels, restaurants and clubs in the world. Tourex allows the businessman to charge his expenses as he flies about, and it minimizes the complications ensued by dealing with foreign currency. Unfavorable rates of exchange are likewise avoided, since all bills are payable in U. S. dollars. It's really quite convenient, as is Universal's Air Travel Plan which offers the convenience of deferring payment on airline tickets for travelers. According to the International Air Transport Association, 38,000 new air travel cards were issued during the past year, covering travel on the 71 airline members of IATA.

New Public Service . . .

• To facilitate the wide distribution of aeronautical information and data, the Aircraft Owners and Pilots Association has made available a list of civil aircraft owners that will be kept current from month to month. All listings, stated J. B. Hartranft, Jr., AOPA's president, are released on a 'not for resale basis'. The new service supplements a pilot listing service that contains about 300,000 names.

Flying Automobile . . .

• Businessmen who use their own aircraft, or even the commercial airlines, might be interested to learn that an aeronautical engineering student at the Northrup Aeronautical Institute in California has designed a combination auto-airplane that requires no conversion. This may be the answer to the flying businessman's dream since the wing is a permanent installation spanning only eight feet, which is the road limitation for land vehicles. The auto-plane itself is 14 feet long. The engineer, Earl Plyant, owner of an airport in Phoenix, hopes to start construction on this vehicle shortly.

Airminded M.P. . . .

• Lord Douglas of Kirtleside was the first member of Parliament to reach the House of Lords by helicopter. This rather unconventional approach to the sedate body was made to prove to Lord Douglas' satisfaction that the helicopter is a comfortable and convenient time-saver. By car the trip ordinarily takes him all of 45 minutes; by helicopter only 12. The flying M.P. is quite airminded; Lord Douglas being chairman of British European Airways. The best way to 'get down to business' is to go by air.

Motel for Airmen . . .

• Flying businessmen and executives have sometimes found it inconvenient to park the plane and get suitable food and lodging for the night. Out near Warrensburg, Missouri, however, the problem has been cleverly solved by the Skyhaven Airport and its new Skyhaven Motel. Operated like the ordinary motel, Skyhaven's offers rooms with tile bath, carpeted floors, modern furniture and attractive decorations. Landing facilities at the airport are considered good, and the food at the restaurant quite tasteful. Also, there are three hangars for storage, minor repairs and service. Who could ask for anything more?

Air Cargo Day Set for Dec. 1 Prominent Figures to Preside

NEW YORK—The fourth annual Air Cargo Day, to be held December 1, at the Hotel Statler here, opens the annual meeting of the American Society of Mechanical Engineers. The theme this year has been set as "Air Cargo Teams with Air Logistics." Various prominent figures in the air cargo field will preside at the two sessions and the panel discussion that will be devoted to this serious topic.

Chairman for Air Cargo Day, announced Robert B. Lea, chairman of the A.S.M.E. aviation division, will be Lockheed's L. R. "Mike" Hackney, and vice-chairman Seaboard & Western's Carl D. Brell. Co-sponsors with A.S.M.E. are the Institute of Aeronautical Sciences, the Society of Automotive Engineers and the National Security Industrial Association (Air Cargo Task Committee).

Already scheduled for the day's program are a panel on "Air Cargo Terminal Requirements," Thomas M. Sullivan speaking on "The Large Airport Operator's Views," Douglas Aircraft's Herman Olson on "The Air Cargo Transport Manufacturer's Views," The Flying Tiger's R. E. Hembree on "The All Freight Operator's Views," and American Airlines' F. W. Jones to speak on "The Combination Passenger/Airfreight Operator's Views."

From Australia will come Ian H. Grabowsky to discuss airfreight development "down under," and from Europe KLM's D. Sj. De Boer to discuss the airfreight development there. Other topics will include international air cargo trends, the development of transatlantic air cargo in relation to logistics and a general discussion simply labelled, "Air Transportability."

Thus a full day devoted to the various aspects of air cargo as it applies to various organizations proves that this new form of property transportation now plays a vital role in current economy as well as in national defense. Slick Airways and Pan American World will also be represented in the discussions, as will various members of the military. To people interested in air cargo, the day will be most profitably spent.

Hops Over N. Atlantic

OKLAHOMA CITY—Small executive planes going overseas are either disassembled and sent as airfreight or surface freight; rarely do they cross oceans under their own power. A twin-engine *Aero Commander*, however, proved an exception to this rule when it reached its destination under its own power. Piloted by Jack H. Ford, president of Fleetway, Inc., a professional ferry service group, the plane was sent to Tokyo via the North Atlantic. Stops en route were made at Labrador, Greenland, Iceland and Scotland for spanning the ocean, and complete records were kept by Ford noting the executive transport's performance. The plane was delivered to the Asahi Newspaper Company, in Tokyo.

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Flies Huge Copper Load

BALTIMORE—A shipment of 32,000 of copper sheets called for some coordinated teamwork among the personnel of American Airlines. Knowledge of the heavy shipment was passed on to the carrier's sales manager, Wally Rice, who in turn contacted AA's regional manager of cargo, the manager of cargo traffic and the traffic movement department. The shipper agreed to the airfreighting of his copper, but since the Navy was paying the bill, Washington had to give its approval. With Washington's OK secured, most of the heavy sheets were loaded aboard an AA *Airfreighter* at Friendship Airport here and flown to their destination at Oakland, California. An earlier shipment of 12,000 pounds of the total 32,000 were taken by truck up to New York and flown out of New York to the Coast.



FTL Gets Navy Contract

BURBANK—A Navy contract has been awarded to The Flying Tiger Line that calls for two transcontinental flights daily between Oakland and New York. This means that an estimated 2,500,000 or 3,000,000 ton miles are at present being flown by the all-cargo carrier in fulfilling the terms of this contract. FTL estimates that the effect of the contract will be to boost its annual airfreight revenues about 60%.

C-46 equipment are used in these operations, carrying air cargo to a group of Naval bases on the east and west coasts of the United States. Urgent Navy supplies are flown on a volume basis at an overall cost and a speed that considerably reduces the expense of these operations. Expenses would be much higher, says W. E. Bartling, vice president of FTL's operations, with surface transportation. One daily flight is operated, both east and west, seven days a week. Flying time for the transcontinental flights is 24 hours, including loading and unloading of aircraft, performed by the carrier itself.

Craft Can Fly Sideways

BRISTOL—Great Britain's first twin-engined, twin-rotor helicopter, the Bristol 173, brings a new maneuverability to this type of aircraft. Feature of the 173 is its ability to fly backward, forward and even sideways. Added to this is the fact that its twin rotors are coupled together but can both be driven by one engine in the event of mechanical failure. British European Airways plans to use the 173 in inter-city flights. The plane can carry 10 passengers, or 2500 pounds of airfreight.

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NEW EQUIPMENT

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MOBILIFT CORP.: The firm's exclusive "Mobil-Spring" independent rear wheel suspension has now been engineered into a new 3000 pound HR sit-down type forklift truck. Designed to cut down driver fatigue and to absorb shock, the suspension consists of a heavy duty spring and airplane-type shock absorber for each rear wheel. The absence of levers or housings to straddle makes mounting and dismounting easy, so too do the simple push-pull levers conveniently located on the right side. The lift mechanism retains the company's full-visibility roller chain lift with hydraulic tilt cylinders. Standard mast heights for this model are 63", 72" and 83". Special mast heights are also available.

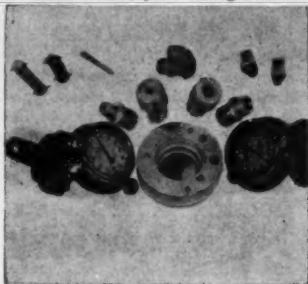
Ledkote Products Company: The Aircraft Division of this firm has designed a new DC-4 Tailpipe Extension that de-



creases wing cleaning costs by over 70%. It also eliminates exhaust gas destruction of wing de-icer boots. Operation of this new piece of equipment is simple. The extension, made of corrosion resistant stainless steel, deflects the corrosive high temperature exhaust gases from the wing and engine nacelle. That's all there is to it. To date, Capital, Colonial and Delta airlines have begun using this device. Plans are underway for increased produc-

tion in order to supply the demand. Delivery should take about a week.

► **Greer Hydraulics, Inc.:** This Brooklyn firm now has an accessories kit, number EST-104, for use with its aircraft starter test stand. Necessary for testing actuators



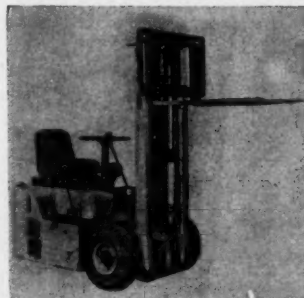
and retraction motors, the kit includes such items as an adapter ring to mate with the retraction motor and actuator mounting flanges, suitable couplings, clamp extensions to accommodate smaller motor bases, two torqueometers with a range of 0-150 and 0-500 foot-pounds, a tachometer gear reduction unit, pivot pins and cotter pins and a long socket head screw for attaching drive couplings to the test stand drive shaft.

Greer, which at present is expanding its service facilities and spare parts stock for the convenience of its customers, is currently manufacturing a portable Circuit Breaker Tester for use on the electrical system in modern aircraft. In operation, the tester determines the length of time it takes the circuit breaker under test to trip out. Circuit breakers can be tested rated up to 150 amperes on a 28 volt dc current. A. V. Roe Canada, Ltd. is reported to be one of the companies receiving deliveries of this circuit breaker tester.

Minneapolis-Honeywell Regulator Co.: A new and improved flowmeter now makes the accurate measuring of the flow of liquids and gas possible even under difficult conditions. Developed by Potter Aeronautical Company, and improved in cooperation with Minneapolis-Honeywell, the meter is able to handle toxic or highly corrosive substances, viscous liquids or other fluids under pressures up to 20,000 psi and temperatures ranging from -269°C to 1200°F. Some of the sensing elements of the meter are extremely small. One measures 3/16 of an inch in diameter, and in aluminum weighs only 2 1/2 ounces. The instrument can be used for laboratory and industrial flow and automatic control applications.

The same company has come up also with a compact weather and oil proof push button electric switch. The panel-mounted mechanism is sealed against the entrance of oil, water or dirt by synthetic sponge rubber, and resilience of the seal supplies the small movement needed to operate subminiature snap-acting switches. Installation and wiring of the switch can be accomplished by snap removal and replacement of switch elements in mounting brackets.

Hyster Company: New upon the market is the new free-lift upright for this firm's Model 20 Lift truck. The upright has all the advantages of the standard unit, in addition to its ability to elevate the load with no increase in overall



height. Thus it can be used where there is a minimum overhead clearance, and where the inner upright of a standard model would strike obstructions before the load reached its desired stacking height. Typical applications include loading and unloading boxcars and van trucks, working under low doorways, ceilings and balconies, etc. The assemblies come in 78" and 98" lift heights. Upright assemblies over 98" are available on special order.

Zippo Manufacturing: A lighter called "Tach-A-Loop" that is suitable for factory, field, engineering, service and retail personnel involved in rough, complicated or dangerous work is now available. This lighter won't get lost. It comes with a handy loop attachment fastened to the hinge of the lighter cover. A man can therefore attach it to his watch chain or strap and be certain it will be there when he wants it. The lighter is also wind-proof. The safety angle is that it won't drop out of one's pockets at any time, especially at the wrong one.

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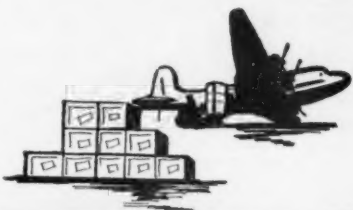
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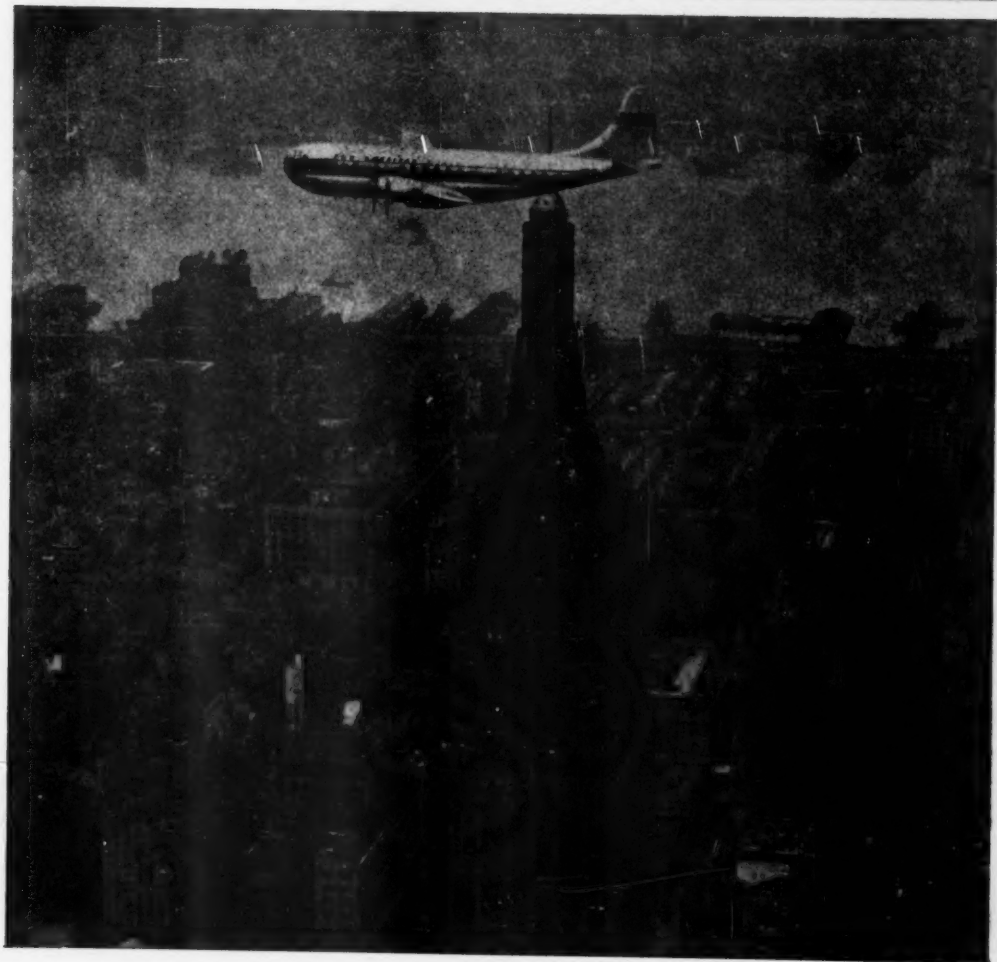


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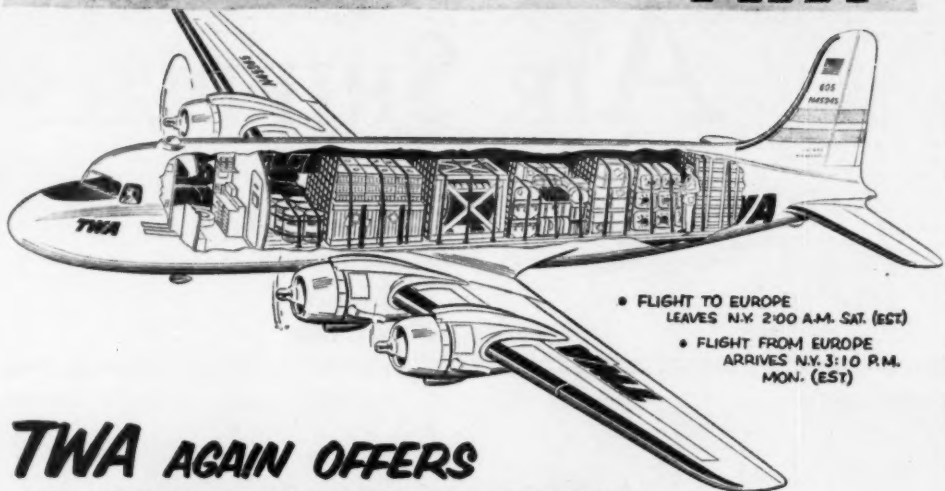
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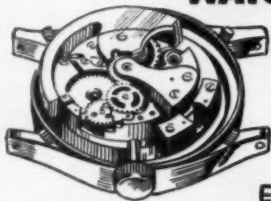
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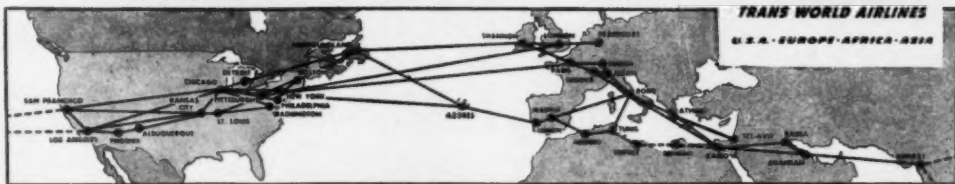
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AEROVIAS SUD AMERICANA, Pinellas International Airport, St. Petersburg, Fla.; Victor J. Carmichael, Jr., pres.; 2 C-46s (C-46); AIO—Central America, Cuba, Colombia.

ALASKA AIRLINES, Box 2200, Anchorage, Alaska; Nelson B. David, pres.; 2 DC-4s, 4 C-47s, 3 C-46s, 50 smaller planes including Bellanca, Stinsons, Cessnas; ADO—Alaska, Oregon; CC—CC-P.

ALASKA COASTAL AIRLINES, Box 2505, Juneau, Alaska; A. B. Holden & S. B. Simmons, co-mgrs.; 6 G-21As, 2 Vegas, Convair PBV 25-SACF, Pacemaker, 2 Aeronaas, Seabee; ADO—Southeastern Alaska; CC—CC-P.

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ALL AMERICAN AIRWAYS, Washington Nat'l. Airport, Wash., D. C.; Robert M. Love, pres.; D. L. Miller, vice pres., trf. & sales; 12 DC-3s, Bonanza; ADO—Penn., W. Va., Ohio, N. Y., N. J., Wash., D. C., Md., Del., P.—scheduled express and mail only.

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W. Va., Ill., Mich., Ohio, Wash., D. C., Conn., R. I., Del., Mo., Puerto Rico; AIO—Mexico City; CC—CD-P.

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PURDUE AERONAUTICS CORP., Purdue Univ. Airport, West Lafayette, Ind.; DC-3s, Lockheed 10A.

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(Continued on page 55)

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ASNM—Agent & Station Manager
CCSM—City Cargo Sales Manager
CFA—City Freight Agent
CPA—City Passenger Agent
CM—Cargo Manager
CS—Cargo Supervisor
CSM—City Sales Manager
CSR—Cargo Sales Representative
CRCSM—Central Region Cargo Sales Manager
CSS—City Sales Supervisor
CTA—City Ticket Agent
CTM—City Traffic Manager
CTSM—City Traffic-Sales Manager
CTSR—City Traffic-Sales Representative

DCR—District Cargo Representative
DCSM—District Cargo Sales Manager
DFA—District Freight Agent
DM—District Manager
DS—Director of Sales
DSM—District Sales Manager
DSR—District Sales Representative
DTM—District Traffic Manager
DTSM—District Traffic-Sales Manager
ED—European Director
EDSM—Eastern District Sales Manager
ERCSM—Eastern Region Cargo Sales Manager
ETM—Eastern Traffic Manager
FA—Freight Agent
GA—General Agent
GTM—General Traffic Manager
LM—Liaison Manager

M—Manager
OM—Operations Manager
R—Representative
RCSM—Regional Cargo Sales Manager
RSCS—Regional Supervisor of Cargo Sales
RTS—Representative of Traffic Sales
SM—Sales Manager
SNM—Station Manager
SR—Sales Representative
SS—Sales Supervisor
SSM—Sales Service Manager
SSR—Special Sales Representative
TA—Ticket Agent
TM—Traffic Manager
TR—Traffic Representative
TSM—Traffic-Sales Manager
WCR—West Coast Representative
WRCSM—Western Region Cargo Sales Manager

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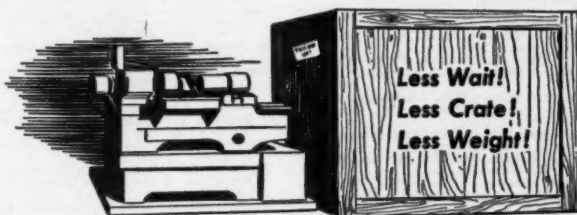
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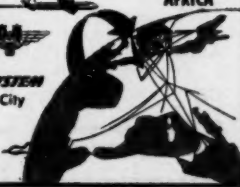
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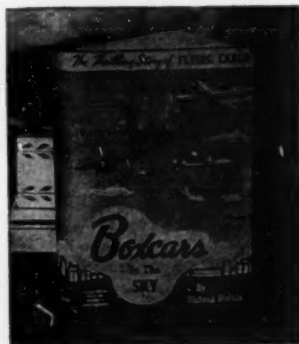
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327 S. LaSalle Street

*Bernard & Co., Inc., J. E.

11 South LaSalle Street

Central Parcel Service, Inc.

220 S. State St.

Commercial Airways Agency

5100 W. 43rd Street

Cook & Son, Inc., Thomas

37 S. LaSalle St.

Davies, Turner & Co.

111 West Monroe Street

Global Air Cargo

305 S. LaSalle St.

Hawaiian Freight Forwarders, Ltd.

305 S. LaSalle St.

Hudson Shipping Co., Inc.

612 N. Michigan Avenue

International Expeditors, Inc.

200 E. Illinois Street

Judson Sheldon Division

National Carloading Corp.

1018 South Wabash Ave.

REDIKER

AIR CARGO, INC.

1320 W. 18th St. (see adv.)

Universal Transcontinental Corporation

327 South La Salle St.

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Acme Fast Freight, Inc.

Third and Mill Streets

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CLEVELAND, OHIO

Acme Fast Freight, Inc.

1400 Broadway

Airborne Coordinators

Cleveland Municipal Airport

International Expeditors, Inc.

Standard Bldg.

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Fourth & E. Nighthen St.

National Carloading Corp.

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Miami International Airport

P. O. Box 6610

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Acme Fast Freight, Inc.

723 South Foyd St.

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Acme Fast Freight, Inc.

428 Washington Street

National Carloading Corp.

204 Webster Street

DENVER, COLORADO

Acme Fast Freight, Inc.

225 Union Station

DES MOINES, IOWA

National Carloading Corp.
E. 4th & Locust Sts.

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Acme Fast Freight, Inc.
115 Twelfth Street
Giuliano S. S. & Air Line Agency,
Vincent

2670 Gratiot Ave.
International Expeditors, Inc.

115 Twelfth Street
Judson Sheldon Division
153 12th St.

Nicholson, P. G.
600 Woodward Avenue
Shiprite Forwarders, Inc.

4552 Ripelle St.
Universal Transcontinental Corporation
140 Twelfth Street

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37-31 Cedar St.

EAGLE PASS, TEXAS

Acme Fast Freight, Inc.
c/o Southern Pacific R. R.

EAST PROVIDENCE, RHODE ISLAND

National Carloading Corp.
1 Waterman Ave.

EL PASO, TEXAS

Acme Fast Freight, Inc.
600 E. Franklin Street

ELIZABETH, NEW JERSEY

Acme Fast Freight, Inc.
Magnolia and Division Streets

ELMIRA, NEW YORK

Acme Fast Freight, Inc.
491 State Street

ERIE, PENNSYLVANIA

National Carloading Corp.
235 E. 18th St.

EVANSVILLE, INDIANA

National Carloading Corp.
8th & Locust Sts.

FALL RIVER, MASS.

Fall River Travel Bureau, Inc.
23 North Main St.

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Acme Fast Freight, Inc.
1600 South Harrison St.
National Carloading Corp.
224 Pearl St.

FORT WORTH, TEXAS

Acme Fast Freight, Inc.
701 E. 5th St.
Cloud-Lane Air Cargo
Box 1431

FRESNO, CALIFORNIA

Acme Fast Freight, Inc.
609 Fulton-Fresno Bldg.

GRAND RAPIDS, MICHIGAN

Acme Fast Freight, Inc.
447 Monroe Avenue
National Carloading Corp.
Cherry & Ottawa Sts., S.W.

HARRISBURG, PENNSYLVANIA

Acme Fast Freight, Inc.
309 S. 2nd St.

HILLO, HAWAII

Global Air Cargo
211 Kamehameha Ave.
Hawaiian Freight Forwarders
211 Kamehameha Ave.

HONOLULU, T. H.

Air-Flo Express
535 Halekuwila Street

Davies & Co., Ltd., Theo. H.

Bishop and Queen Streets
Hawaiian Freight Forwarders, Ltd.

Merchandise Mart
P. O. Box 3113
Judson Sheldon Division
Merchandise Mart Bldg.

HOUSTON, TEXAS

Acme Fast Freight, Inc.
711 McKee Street

AIR EXPRESS INTERNATIONAL

Municipal Airport
Milby 6654 (see adv.)

BEHRING SHIPPING COMPANY

823 N. & M Bldg.
Charter 4-6376 (see adv.)

Houston Freight Forwarding Agents

804 Scanlan Bldg.
International Expeditors, Inc.

3501 Polk Avenue
Judson Sheldon Division

National Carloading Corp.
Cotton Exchange Bldg.

Seven Seas Mercantile Trans. Co., Inc.
P. O. Box 628

Smith and Co. R. W.
Cotton Exchange Bldg.

Zanes & Co., W. R.
Cotton Exchange Bldg.

INDIANAPOLIS, INDIANA

Acme Fast Freight, Inc.
445 North Penn St.

Commercial Airways Agency
Weir Cook Municipal Airport

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*Herb. B. Meyer & Co., Inc.
115 W. Arbor Vitae

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677 Grove Street

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National Carloading Corp.
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Air Cargo Terminal
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1004 Baltimore Ave.

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824 Ryan St.

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Acme Fast Freight, Inc.
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National Carloading Corp.
634 E. Shiawassee St.

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2018 Zaragoza St.

LITTLE ROCK, ARKANSAS

Acme Fast Freight, Inc.
301 Magnolia St.

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Acme Fast Freight, Inc.
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610 South Main Street

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ORegon 5-6546 (see adv.)

Airborne Flower & Freight Traffic, Inc.

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406 S. Main St.

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325 East Sixth Street

Asia Air Cargo

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Carmichael Forwarding Service

406 S. Main Street

Cook & Son, Inc., Thomas

520 West Sixth Street

*Dow Co., Inc., Frank P.

354 S. Spring St.

Global Air Cargo

1911 S. Hill Street

Gondrand Bros., Inc.

524 S. Spring St.

Hawaiian Freight Forwarders, Ltd.

354 S. Spring Street

International Air Cargo Express

3326 Wilshire Blvd.

International Expeditors, Inc.

3001 E. Olympic Blvd.

International Traffic Co.

354 S. Spring Street

Judson Sheldon Division

National Carloading Corp.

354 S. Spring Street

Mattoon & Co., Inc.

354 S. Spring Street

Moylan, John J.

354 S. Spring Street

Unasia Transport Co.

126 S. San Pedro St.

*Westland & Son, Inc., John L.

354 S. Spring Street

Wiley, James G.

406 S. Main Street

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15th & Kentucky Streets

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Acme Fast Freight, Inc.

B. & M. R. R. Freight Station

Thorndike Street

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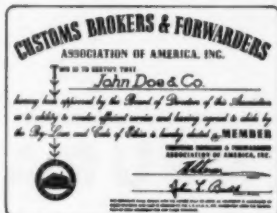
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Kahului Airport

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20th St. Terminal
Miami 88-4328 (see adv.)

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7112 N.E. 4th Court
Mercedes, Inc.
Miami Int'l Airport

REDIKER AIR CARGO, INC.

20th St. Airport (see adv.)

J. D. SMITH INTER OCEAN

Miami International Airport
(see adv.)

*Thompson Agency, Roland

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Union Air Freight Terminal
20th St. Terminal Bldg.
United Forwarders Service
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World-Wide Services, Inc.
Miami International Airport

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Latin American Air Cargo Expeditors,
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Acme Fast Freight, Inc.
N. Y. Ont. & Western Freight Sta.

MIDDLETOWN, OHIO

Acme Fast Freight, Inc.
Box 182

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Acme Fast Freight, Inc.
527 West Fowler Street
International Expeditors, Inc.
217 No. Flankington Avenue
Judson Sheldon Division
235 N. 2nd Street

MINNEAPOLIS, MINNESOTA

International Expeditors, Inc.
201 3rd Avenue S.
Jensen, Inc. Norman G.
Metropolitan Life Bldg.
Judson Sheldon Division
National Carloading Corp.
7 Plymouth Ave.

MOBILE, ALABAMA

Acme Fast Freight, Inc.
764-767 First National Bank
W. S. Clark & Co.
407 Moulton St.

MOBILE, ILLINOIS

National Carloading Corp.
2000 3rd Ave., P. O. Box 288

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Acme Fast Freight, Inc.
116 Depot Street

MONTGOMERY, ALABAMA

Acme Fast Freight, Inc.
407 Molton Street

MUNCIE, INDIANA
National Carloading Corp.
2560 N. Broadway

NASHVILLE, TENNESSEE
105 10th Ave. N.

NEW BEDFORD, MASSACHUSETTS
Luis & Co., Inc., Guilhermo M.
101 River Street

NEW BRUNSWICK, NEW JERSEY
Herman Forwarding Co.
Mill Lane

NEW HAVEN, CONNECTICUT
Acme Fast Freight, Inc.
170 Water Street

NEW ORLEANS, LOUISIANA
Acme Fast Freight, Inc.
1550 Lafayette Street

**AIR EXPRESS INTERNATIONAL
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Balter Bldg.
Canal 7507 (see adv.)

Alonso Shipping Co.
315 St. Charles Ave.
Andrews & Co., Inc., D. C.
238 S. Saratoga St.

BEHRING SHIPPING CO.
Balter Bldg., Box 684
Magnolia 1463-06 (see adv.)

Cla. Transmares
344 Camp St.
Cook & Son, Inc., Thomas
901 Canal St.
C. L. Dupre & Son
401 Industries Bldg.
Gogarty, Inc., H. A.
518 Balter Bldg.
Gondrand Bros., Inc.
310 Union St.
International Expeditors, Inc.
403 Queen & Crescent Bldg.
Intra-Mar Shipping Corp.
136 Carondelet Street

Judson Sheldon Division
National Carloading Corp.
606 Common St.
Mohagan International Corp. of La.
467 Maritime Bldg.
Porto Rican Express
710 Whitney Bank Bldg.
Smith, W. O. & Co., Inc.
Carondelet Building
Spedden, T. R.
714 Whitney Bank Bldg.
Universal Transcontinental Corporation
522 Godchaux
Zanes & Co., W. R.
Whitney Bank Bldg.

NEW YORK, NEW YORK
Acme Fast Freight, Inc.
3 Lafayette Street
*Aeolian Shipping Co.
25 Broadway
*Aero-Sea Shipping Corporation
18 Beaver Street
Aetna Forwarding Co.
80 Broad St.
*Air Cargo Expeditors
161 Lexington Ave.

***AIR CLEARANCE ASSOCIATION, INC.**
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Hanover 2-2376 (see adv.)
Air-Ex Forwarding Co.
21 Bridge Street

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44 Whitehall St.
Bowling Green 6-0206 (see adv.)

***ALBERT CO., N. M.**
44 Whitehall Street
Digby 4-5677 (see adv.)

All Nations Forwarding Corp.
1170 Broadway

***ALLTRANSPO, INC.**
5 State Street
Whitehall 3-0250 (see adv.)

Ambassador Shipping, Inc.
40 Exchange Place

Amorford International Corp.
85 Wall Street
American Commercial Transport Co.
111 Wall St.
American Dispatch Co.
3 Broadway
*American Forwarders
240 E. 43rd Street
American Union Transport, Inc.
17 Battery Place
*Andrews & Co., Inc., D. C.
27-29 Water Street
Argus Shipping Co., Inc.
25 Beaver St.
*Atlantic Forwarding Co., Inc.
46 Pearl Street
Baker, Irons & Dockstader, Inc.
8 Bridge St.
Bakumer Shipping Corp.
37 Wall St.

***BARIAN SHIPPING CO., INC.**
20 Broadway
Bowling Green 2-0667 (see adv.)

***BARNETT INTERNATIONAL
FORWARDERS, INC.**
123 Seventh Ave.
Circle 5-0660 (see adv.)

***BARR SHIPPING COMPANY**
25 Broadway
Hanover 2-5286 (see adv.)

*Barrett Transport, Inc.
24 State St.
Beacon Shipping Co.
116 Broad St.

***BEHRING SHIPPING COMPANY**
5-10 Bridge Street
Worth 4-3500 (see adv.)

PETER A. BERNACKI
140 West Broadway
Worth 4-3500 (see adv.)

*Bernstein Co., Inc., H. Z.
116 Broad Street

Current Net Advisory Rates for War, Strikes, Riots, Etc. Generally in Use in American Marine Insurance Markets for Mail & Air Shipments

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Schedule Dated July 1, 1951

A—Registered Mail, excluding Registered Air Mail and Air Express:

All securities, including non-negotiables, documents and similar interests—20% of Cargo Rates, with 1½c minimum.
Currency including jewelry, precious stones and metals, etc.; also miscellaneous cargo—100% of Cargo Rates.

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All other interests 2½%

Gold,
All Securities
including
non-negotiables,
documents and
similar interests All Other
interests

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1. (a) British Isles, Eire, Sweden, Denmark, Norway Italy, France, Holland, Belgium, Portugal, Spain, Switzerland, Iceland and Greenland	1½%	2½%
(b) Finland, Germany (exc. Berlin), Austria, Trieste	5%	10%
(c) Czechoslovakia, Poland, Romania, Bulgaria, Hungary, Yugoslavia, Albania, direct shipments only	10%	20%
(d) Greece, Cyprus, Turkey	2½%	5%
2. (a) Africa except Egypt	1½%	2½%
(b) Egypt	2½%	5%
3. (a) Palestine, Syria, Lebanon	7½%	15%
(b) Transjordan	10%	20%
4. Afghanistan, Iraq, Iran, Saudi Arabia	2½%	5%
5. (a) India, Pakistan, Burma	5%	10%
(b) Ceylon	2½%	5%
6. Australia, Guam, Samoa	1½%	2½%
7. (a) Malaya, Thailand, Hong Kong, Kowloon, Korea	3½%	7½%
(b) Philippines, Japan, Okinawa	2½%	5%

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- (A) United States to from Mexico 2½%, provided assured agrees to pay reduced rate on all shipments, otherwise individual shipments at full cargo schedule rate.
(B) United States or Canada to or from Hawaiian Islands—Transpacific Cargo Rate.

D—Express (Excluding Air Express)—Charge Cargo War Risk Schedule Rates.

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39 Pearl Street
*Boehr Shipping Co., Inc.
24 Stone Street
Bowen, Albert E.
17 Battery Place

*BRAUNER & CO.
24 State Street
Dixby 3-2475 (see adv.)

Brokab Corp.
1123 Broadway
Bryant & Heffernan, Inc.
80 Broad St.
Burdett, Daniel H., Inc.
35 Broadway

*Byrnes & Co. of N. Y., Inc. W. J.
25 Broadway
Caldwell & Co., Inc.
50 Broad Street

*Cavanaugh Shipping Co.
44 Whitehall Street

Chary Company
13 South William Street
Colony Shipping Co., Inc.
75 West Street

*Concentra Shipping Co., Inc.
15 Moore Street
Convoys, Ltd.
1131 Broadway
Cook & Son, Inc., Thomas
221 Broadway

*COSMOS SHIPPING CO., INC.
8 Bridge Street
Whitehall 3-6182 (see adv.)

Cross World Air Cargo Corp.
266 Broadway
D'Amato Freight Forwarding Co.
24 State St.
Dannville Co., The
25 Beaver Street
*Davies, Turner & Co.
8 Bridge Street
Dingelstedt & Company
25 Beaver Street
*Dorf International, Ltd.
89 Broad Street
*Downing & Co., Inc. R. F.
10 Bridge Street

*Dumont Shipping Co., Inc.
11 Broadway
Dyson Air Freight
75 Front St.
*Excel Shipping Corporation
44 Whitehall Street
*Export-Import Services, Inc.
24 State St.
F. N. S. Corp.
125 Broad St.

Fernant Export Co.
350 Broadway
Figueredo (USA) L.
32 Broadway
Ferwand Co., Sam
59 Pearl Street

*Freedman & Slater, Inc.
8 Bridge St.

*Furman Co., Ira
11 Broadway
Gallie Corp., The
50 Broad St.

*Gaskall Co., Inc., Fred P.
1 Broadway
Gaugler, Inc., L. J.
2 Broadway

Gaynar & Co., Inc., P. A.
35 Beaver Street
Gehrig, Hoban & Co., Inc.
44 Whitehall Street

*Gerard & Hay Co., Inc.
44 Whitehall Street
Global Forwarding Co.
2 Broadway

*GLOBE SHIPPING CO., INC.
11 Broadway
Whitehall 3-9880 (see adv.)

Gogarty, Inc., H. A.
15 Moore Street
*Gondrand Brothers, Inc.
33 Broadway

Gonzales & Helm
80 Wall Street
Gorman-Anderson Corporation
44 Whitehall Street

*Hampton & Co., Inc., J. W., Jr.
17 Battery Place
Hanson Co., Inc., C. J.
123 Front Street

*Hauser, Inc., D.
24 State Street

*Hawallah Freight Forwarders, Ltd.
11 Broadway

*Heemoth-Kerner Corp.
8 Bridge St.

*Held's, Inc.
44 Whitehall St.

*Heimann, Inc., W.
21 State Street

*Henjes Jr., Inc., Frederick
24 State Street

*Hensel, Bruckmann & Lorbacher, Inc.
15 Beaver Street

Hickey Forwarding, Inc., D. W.
29 Broadway

*Hudson Shipping Co., Inc.
8-10 Bridge Street

Hunter & Son, Inc., John H.
39 Pearl St.

Inge & Co., Inc.
42 Broadway

Inter-Hemisphere Service Co.
30 Vesey St.

*Inter-Maritime Fwdg. Co., Inc.
35 Pearl Street

*International Expeditors, Inc.
470 Greenwich St.

*International Sea & Air Shipping Corp.
20 Broad Street

Interpied, Inc.
44 Whitehall St.

*Intra-Mar Shipping Corp.
N. Y. International Airport

Italian Shipping Co.
15 Moore St.

*Jasper, Inc., E. A.
44 Whitehall Street

*Joard Forwarding Co.
2 Stone Street

*Judson Sheldon Division
National Carloading Corp.
19 Rector Street

Karr, Ellis & Co., Inc.
44 Whitehall Street

Kaufman & Vinson Co.
17 State St.

*Kenting & Co., W. R.
80 Broad Street

Kersten Shipping Agency, Inc.
36 Bridge Street

*Lansan-Naevs Corp.
11 Broadway

Latina Shipping Co., Ltd.
4 Hanover Square

Laufer Shipping Co.
50 Broad St.

Leading Export Service Corp.
2 Stone Street

*Lep Transport, Inc.
55 Broadway

Lunham & Reeve, Inc.
10 Bridge Street

Madison Shipping Co., Inc.
401 Broadway

Majestic Shipping & Fwdg. Co., Inc.
25 S. William St.

Marine Forwarding Co.
16 Beaver St.

Marks & Coyle, Inc.
44 Whitehall Street

*Markwalter & Co., Frank J.
24 Stone Street

Maron Shipping Agency
11 Broadway

*Master Shipping Agency, Inc.
50 Broad Street

*Meadows Wye & Co., Inc.
8 Bridge street

Mercader, Inc.
90 Pine Street

Mercantile Freight Forwarders
46 Exchange Place

Mohegan International Corp.
17 State St.

Morko Shipping Co.
20 Murray St.

*Muller Shipping Corp., William H.
50 Broad Street

Nehls & O'Connell
43 Broadway

Neptune Forwarding, Inc.
6 State St.

*New Era Shipping Co., Inc.
90 Liberty Street

Norton & Ellis of N. Y., Inc.
80 Broad Street

*Nydegger, A. E. & Co., Inc.
11 Broadway

*Nyos, Inc.
43 Broadway

*OLLENDORFF, INC., H. G.
239-243 West 68th Street
TRInfalgar 4-0155 (see adv.)

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17 State St.

*Overton & Company
24 State Street

Pace Shipping Co., Inc.
11 Broadway

Pan American Marine Corp.
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3 Coenties Slip

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145 Sixth Avenue

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R. P. R. Corporation
51 Pike Street

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Barclay 7-0703 (see adv.)

Republic Carloading & Distributing Co.
168 12th Avenue
*Rietmann-Pilger Co.
32 Broadway

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Liggett 4-2500 (see adv.)

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Saunders & Co., Inc., R. J.
24 Stone Street

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35 Broadway

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Seairail Shipping Co.
154 Nassau Street

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15 Moore Street
Shiprite Forwarders, Inc.
2 Broadway

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30 Broadway
Howling Green 9-2332 (see adv.)

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*Star Shipping Agency, Inc.
24 Stone Street

***Stass Co., J. S.**
15 Whitehall Street
*Sun Transporters, Inc.
45 White Street

Sutherland International Despatch
270 Lexington Avenue
Szenkovits Corporation
405 Lexington Ave.

***Terramar Shipping Company**
15 Moore Street
*Thomson, Jacobs & Moran, Inc.
42 Broadway

***Tice & Lynch, Inc.**
21 Pearl Street
Tidewater Forwarding Co.
350 Broadway

Trans-Iberia Express, Inc.
56 New St.

***TRANS-WORLD SHIPPING CORP.**
35 S. William St.
Whitehall 3-3350 (see adv.)

United Forwarders Service
25 Beaver Street
*United States Forwarding Corp.
24 State Street

Universal Transcontinental Corporation
245 Hudson Street
Universal Transport Corp.
15 Moore Street

UNO SHIPPING
39 Broadway
Whitehall 4-0738 (see adv.)

Unsworth & Co., Inc.
135 Maiden Lane
Valiente Forwarding Co., Inc.
26 W. 47th St.

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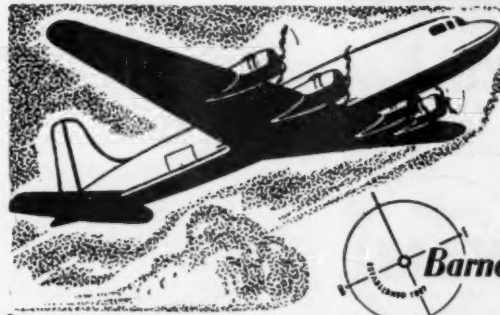
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 FLUGFELAG ISLANDS, H.F.—Reykjavik Airport, Reykjavik,
 Iceland; 3 DC-3s, 3 PBV-3As, Rapide, Grumman Goose, D-89,
 Norseman; AO—Iceland, Brit. Somaliland, Scandinavia; C-P.
 GIBRALTAR AIRWAYS, LTD., Cloister Bldg., Gibraltar; Sir
 George Gaggero, pres.; 3 Rapides; AO—Gib., Tangier; C-P.
 GAYLORD INDONESIAN AIRWAYS, N. V., Djalan Nusantara
 18, Djakarta; E. van Konijnenburg, gen. mgr.; 23 Dakotas,
 8 Catalinas, 3 Convair Liners; AO—East Indies, Philippines.
 GRASHANSKI VOZDUCHNY FLOT (See Civil Air Fleet
 Administration).
 GREEK AIRLINES TAE—See Technical & Aeronautical Ex-
 ploitations Co., Ltd.
 GUERNSEY AIRWAYS (See British European Airways).
 GUATEMALA TABOADA, Merida, Mex.; A. A. Mex.; C-P.
 GUINEA AIRWAYS, Airways House, 133 N. Terrace, Adelaide,

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Aden25c	Costa Rica15c	Guatemala15c	Nevis15c	Miquelon per ounce 2c
Afghanistan25c	Cuba15c	Haiti15c	New Caledonia15c	St. Vincent15c
Albania .....15c	Curaçao .....15c	Honduras (Reg.) .....15c	Newfoundland .....15c	Salvador (El) .....15c
Algeria .....15c	Cyprus .....25c	Hong Kong .....25c	(incl. Labrador) .....15c	Samoa, Western
Andorra .....15c	Cyrenaca .....15c	Hungary .....15c	New Guinea, Man- dated Territory .....25c	(British) .....25c
Anglo-Egyptian	Czechoslovakia .....15c	Iceland .....15c	New Hebrides .....15c	San Marino (Rep.) .....15c
Sudan .....25c	Dahomey .....15c	India .....25c	New Zealand .....25c	Santa Cruz Islands .....25c
Anguilla .....15c	Denmark .....15c	Indonesia .....25c	Nicaragua .....15c	Sarawak .....25c
Antigua .....15c	Dodecanese Islands .....15c	Iran .....25c	Niger .....25c	Saudi Arabia .....25c
Argentina .....15c	Dominica .....15c	Iraq .....25c	Nigeria .....25c	Scotland .....15c
Aruba .....10c	Dominican Republic .....15c	Israel .....15c	North Borneo .....25c	Senegal .....25c
Ascension Island .....15c	Ecuador .....15c	Italy .....15c	Northern Ireland .....15c	Seychelles .....25c
Australia .....25c	Egypt .....25c	Italian Somaliland .....25c	Norway .....15c	Sierra Leone .....25c
Austria .....15c	Eire (Ireland) .....15c	Ivory Coast .....15c	Nyasaland .....25c	Solomon Islands .....25c
Azores .....15c	England (and Wales) .....15c	Jamaica .....15c	Okinawa .....25c	Somalia .....25c
Bahamas .....15c	Eritrea .....25c	Japan .....25c	Pakistan .....25c	Southwest Africa .....25c
Bahrain Islands .....25c	Estonia .....15c	Jordan .....25c	Palestine .....25c	Spain .....25c
Balearic Islands .....15c	Ethiopia .....25c	Kenya .....25c	Panama .....15c	Spanish Guinea .....25c
Barbados .....25c	Falkland Islands .....15c	Korea .....25c	Papua (British New Guinea) .....25c	Strait Settlements .....25c
Barbuda .....15c	Faroe Islands .....15c	Labuan .....25c	Paraguay .....25c	Surinam .....15c
Bechuanaland	Finland .....15c	Latvia .....15c	Peru .....15c	Sweden .....15c
Protectorate .....25c	France .....15c	Lebanon (Rep.) .....25c	Philippines (Rep. of) .....25c	Switzerland .....15c
Belgian Congo .....25c	Free Territory of Trieste .....15c	Leeward Islands .....15c	Poland .....15c	Syria .....25c
Bermuda .....15c	French Cameroons .....25c	Libya .....15c	Portugal .....15c	Taiwan (Formosa) .....25c
Bolivia .....15c	French Equatorial Africa .....25c	Liechtenstein .....15c	Portuguese East Africa .....25c	Tamara .....25c
Bonair .....15c	French Guiana .....15c	Lithuania .....15c	Portuguese Guinea .....25c	Thailand (Siam) .....25c
Brazil .....15c	French Guinea .....25c	Luxembourg .....15c	Portuguese India .....25c	Tibet .....25c
British Cameroons .....25c	French Indo China .....25c	Macao .....25c	Portuguese Timor .....25c	Tonga (Friendly) Islands .....25c
British Guiana .....15c	French Settlements in India .....25c	Madagascar .....15c	Portuguese West Africa .....25c	Trans-Jordan .....25c
British Honduras .....15c	French Settlements in Oceania .....25c	Malaya States (Feder- ated and Nonfeder- ated) .....25c	Reunion Island .....25c	Trinidad .....15c
British Somaliland .....25c	French Somaliland .....15c	Malta .....15c	Rhodesia, North .....25c	Trinidad, Free Terri- tory of .....15c
British Virgin Islands .....15c	French Sudan .....25c	Martinique .....15c	Rio de Oro .....25c	Trinidad, Dutch .....25c
Brunei .....25c	French Togo .....25c	Mauritania .....25c	Rumania .....25c	Tunisia .....15c
Bulgaria .....15c	Gambia .....25c	Mauritius .....25c	Ryukyu Islands .....25c	Turkey .....15c
Burma .....25c	Germany .....15c	Mexico per ounce 4c	Saba .....15c	Turks Island .....15c
Cambodia .....25c	Gibraltar .....25c	Postal cards 4c	St. Christopher .....15c	Uruguay .....25c
Canada .....25c	Gibraltar & Ellice Islands Colony .....25c	Monaco .....15c	St. Helena .....15c	U. S. S. A. .....15c
Postal cards 4c	Gold Coast Colony .....25c	Montserrat .....15c	St. Kitts .....15c	Valerian City State .....15c
Canary Islands .....25c	Greece (Incl. Crete) .....15c	Morocco .....25c	St. Lucia .....15c	Venezuela .....15c
Cape Verde Islands .....25c	Guatemala .....15c	Mozambique .....25c	St. Martin .....15c	Yemen .....25c
Ceylon .....25c	Guadeloupe .....15c	Namru Island .....25c	St. Pierre & St. Paul .....15c	Yugoslavia .....15c
Chile .....15c	Honduras .....15c	Netherlands .....15c		Zanzibar (incl. Pemba) .....25c
China .....25c	India .....15c	W. Indies .....15c		
Columbia .....15c				
Cook Island .....15c				
Corcia .....15c				

Australia; G. H. Archibald, pres.; 3 DC-3s, Lockheed 14; AO—Aust; C-P.

HIMALAYAN AVIATION, LTD., 9A, Esplanade East, Calcutta, India; 7 C-47s, Saab Safir; AO—India; C-P.

INDAMER CO., LTD., Bombay, India; 6 DC-3s, 4 Bonanzas, 3 Super Cruisers; AO—India; C-P.

INDIAN NATIONAL AIRWAYS, LTD., Malhorra Bldg., Connaught Circus, New Delhi, India; V. H. Dalmia, mgd. dir.; 7 Dakotas, 5 Vikings; AO—India; C-P.

INDIAN OVERSEAS AIRLINES, LTD., Mayfair, Churchgate St., Fort, India; M. Akhanev, chm.; 13 DC-3s, 3 Sentinels, Skymaster, 4 Proctor Vs, 15 Noordyns; AO—Sched., India; non-sched., world-wide; C-P.

IRANIAN AIRWAYS CO., Sadi Avenue, Teheran, Iran; A. A. Hakmat, pres.; 5 DC-3s, 3 Doves; AO—Middle East, Greece, Italy, France; C-P.

IRAQI AIRWAYS, Baghdad, Iraq; Sabah N. Al Saeed, mgr.; 3 Vikings, Doves; AO—Iraq, Iran, Syria, Lebanon, Turkey, Egypt, Bahrain, Kuwait, Cyprus, Greece, Italy, France, U. K.; C-P.

IRISH AIR LINES (See Aer Lingus).

JAMAIR CO., Jamnagar, India; 2 DC-3s, UC-64; AO—India; C-P.

JERSEY AIRWAYS, LTD., 23 Charing Cross, St. Heller, Jersey; AO—U. K., Channel Is.; C-P.

JUGOSLOVENSKI AEROTRANSPORT, Belgrade, Yugoslavia; AO—Yugoslavia, Albania.

JUPITER AIRWAYS, Madras, Ind.; 7 DC-3s; AO—India; C-P.

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KLM (See Koninklijke Luchtvaart Maatschappij voor Nederland en Kolonien N. V.).

KONINKLIJKE LUCHTVAART MAATSCHOPPIJ N. V. (KLM), Buitendijk 260, The Hague, Netherlands; Albert Plesman, pres.; 20 C-47s, 15 Constellations, 10 DC-4s, 6 C-54s, 6 DC-6s, 7 DC-6Bs, Auster, 12 Con. Vultee 240s, (13 Constellations, 3 DC-4As, 6 Convairst 240s); AO—Europe, Carib., U. S., N. E. L.; C-P.

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LANSEA (See Lineas Aereas Nacionales, S. A.).

LEAVENS BROS. AIR SERVICES, LTD., Barker Airport, Toronto, Ontario, Canada; W. T. Leavens; AO—Canada, U. S.; C-P.

LEAVENS (NORTHERN) LTD., Barker Airport, Toronto, Canada; AO—N. Ontario.

LIBERIAN INTERNATIONAL AIRWAYS, LTD., Robertsfield, Harbel, Liberia; AO—Lib., Fr. W. Afr.; C-P.

LINEA AEREA AL NOR-ESTE, Corrientes 480, Buenos Aires, Arg.; AO—Arg., C-P.

LINEA AEREA AL SUD ESTE, Corrientes 480, Buenos Aires, Arg.; AO—Arg., C-P.

LINEA AEREA DE TRANSPORTE NACIONAL, Ministerio de Defensa Nacional, Asuncion, Paraguay; AO—Paraguay; C-P.

LINEA AEREA NACIONAL, Los Cerillos, Santiago de Chile; J. del Villar, ex. dir.; Martin, 2-0-2s, 3 Doves, 3 DC-3s, 4 Lodestars, 3 Electras, Bonanza; AO—Chile; C-P.

LINEA AEREA TACA DE VENEZUELA (Part of TACA Airways System), Caracas, Venez.; A. M. Gomez, pres.; 22 DC-3s; AO—Venez., Bogota; C-P.

LINEA AEROPOSTAL VENEZOLANA, Bloeque No. 1, El Silencio, Caracas, Venez.; R. Arrais, dir.; 4 Constellations, 20 DC-3s, 2 C-47s, 2 Martin 2-0-2s, 2 C-46s; AO—Aruba, Port-of-Spain, Bos. Vista, Havana, New York; C-P.

LINEAS AEREAS COSTARIENSES, S. A., Box 1521, San Jose, Costa Rica; 5 DC-3s, 3 C-46s, (C-46); AO—Central America, Cuba, Miami.

LINEAS AEREAS DE NICARAGUA, S. A., Managua, Nicaragua; Guillermo Xucila, gen. mgr.; 4 C-47s, Boeing 347; AO—Nicaragua; C-P.

LINEAS AEREAS DE PANAMA, S. A., National Airport, Tocuman, Panama; AO—Panama; C-P.

LINEAS AEREAS DEL ESTADO, Corrientes 480, Buenos Aires, Arg.; 6 DC-3s, Vikings; AO—Arg., Para.; C-P.

LINEAS AEREAS MEXICANAS, S. A., Paseo de la Reforma, Mex. City, Mex.; A. F. Bonnalie, pres.; 7 DC-3s; AO—Mexico; C-P.

LINEAS AEREAS NACIONALES, S. A., Calle 34 Nos. 40-45, Barranquilla, Colombia; Karl C. Parrish, Jr., chrm.; 25 DC-3s, 2 DC-4s, 2 C-46s; AO—Col.; C-P.

LINEAS ASOCIADAS MEXICANAS, S. A. (LAMS), Balderas 32, Mexico 1, D.F.; C. Ramos, gen. mgr.; 3 Convairst 240s (DC-4, 20 DC-3s, 2 C-47s); AO—Mexico, U. S.

LINEE AEREE ITALIENNE, Viale Tritone 122, Rome, Italy; Marcantonio Pacelli, pres.; 21 DC-3s, 2 DC-6s, (3 DC-6Bs, DC-6, 4 Convairst 240s); AO—Italy, Egypt, Greece, Spain, Tunisia, Turkey, N. Europe, N. America; C-P.

LLOYD AEREO BOLIVIANO, S. A., Casp. 132, Cochabamba, Bolivia; Carlos Diaz de Medina, pres.; 5 DC-3As, 3 C-47s, 3 C-46s, 3 B-17s; AO—Bolivia; C-P.

LOFTLEIDER, H. F. (The Icelandic Airlines), Lackjargata 2, Reykjavik, Iceland; 1 DC-4, 4 Ansons, 3 Proctors, FBY-5A, 3 Gooses; AO—Iceland, Denmark, Britain, U. S.; C-P.

MAC ROBERTSON-MILLER AVIATION CO. LTD., 194 St. George's Terrace, Perth, Australia; H. C. Miller, mgd. dir.; 2 DC-3s, Lockheed 14, 6 Ansons; AO—Perth-Darwin; C-P.

MACAU AIRTRANSPORT CO., Hotel Riviera, Macau, P. China; AO—Port. China, Hong Kong; C-P.

MALAYAN AIRWAYS, LTD., Ocean Bldg., Singapore, Malaya; K. N. Black, chm.; 11 DC-3s, Consul; AO—Malaya, Br. N. Borneo, India; C-P.

MAGYAR-SZOVJET LEGFORALMI TARASAG, 7 Dorotya Utc., Budapest, Hungary; AO—Hungary, Russia; C-P.

MARITIME CENTRAL AIRWAYS, LTD., Charlottetown, Prince Edward Is., Canada; J. R. Curran, pres.; 9 DC-3s, 3 Lockheed 14s, 1 York, 3 Canoes, Rapide, 2 Ansons, Beaver; AO—Labrador, Eastern Canada; C-P.

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MATHEU LTD., J. A., Rainy Lake, Ont., Canada; AO—NW Ontario.

MIDDLE EAST AIRLINES COMPANY, Parliament Sq., Beirut, Box 206, Lebanon; Saeb Bey Salaam, pres.; 6 DC-3s, 2 Hawks; AO—Middle East; C-P.

MISRRAI, Almazay Airport, Heliopolis, Egypt; Abdel Pacha, chm.; 2 Beechcraft, 3 Vikings, Bonanza, DH-19; AO—Egypt, Palestine, Lebanon, Syria, Cyprus; C-P.

NATIONAL GREEK AIRLINES, TAE, 12 Merlin St., Athens, Greece; S. Zotos, mgr. dir.; Europe, Near East.

NEW ZEALAND NATIONAL AIRWAYS CORP., Aotearua Quay, Box 96, Wellington, New Zealand; Sir L. Isitt, Chm.; 25 DC-3s, Heron, 6 Dominies, 3 Fox Moths; AO—N. Z., Norfolk Is., Fiji, Tonga, Cook Is., Samoa; C-P.

NORTHERN AIRWAYS, LTD., Carcross, Yukon Territory, Canada; G. T. Simmons, dir.; Stinson, Waco, 4 Fairchild; AO—Yukon Terr., N. Br. Columbia.

NORTHLAND AVIATION LTD., South Porcupine, Ont., Canada; AO—N. Ontario.

NORWEGIAN AIRLINES (See Det Norske Luftfartsselskap A/S).

ONTARIO CENTRAL AIRLINES LTD., Kenora, Ont., Canada; 2 Norseman, Cessna, 2 Sedans, 2 Stinsons, 2 Fairchild 82s (2 Norseman); AO—NW Ontario; C-P.

ORIENT AIRWAYS, LTD., Karachi Airport, Karachi, India; 9 DC-3s, 3 Convairst; AO—India, Afghans, Burma; C-P.

PAK AIR LTD., Karachi, Pakistan; Yusuf Haroon, chm.; 4 DC-4s, 3 DC-3s; AO—Pakistan, India, Ceylon, Singapore, Egypt, Iraq; C-P.

PANAIR DO BRASIL, Edificio Panair, Aeroporto Santos-Dumont, Rio de Janeiro, Brazil; P. Sampaio, pres.; 17 DC-3s, 6 Constellations, PB-Ys; AO—Brazil, Paraguay, Argentina, Portugal, Spain, France, England, Switzerland, Italy, Turkey; C-P.

PHILIPPINE AIR LINES, INC., M. R. S. Bldg., Manila, Philippines; Col. A. Soriano, pres.; 4 DC-6s, 3 DC-4s, 31 DC-3s, 3 DC-6Bs, C-64s; AO—Philippines, San Francisco, Tokyo, Okinawa, Calcutta, Karachi, Dhankhan, Cairo, Amsterdam, London, Rome, Madrid; C-P.

POLSKIE LINIE LOTNICZE, Warszawa, Hosa 39, Poland; S. Minorak, gen. dir.; 1 L-5, 13 DC-3s; AO—Europe; C-P.

PRIMERAS LINEAS URUGUAYAS DE NAVEGACION AREA, Uruguay 1197, Montevideo, Uruguay; AO—Urag.; C-P.

QANTAS EMPIRE AIRWAYS, LTD., Shell House, Carrington St., Sydney, Aust.; W. H. Frysh, mgd. dir.; 5 Constellations, 3 Lancasters, 5 DC-4s, 14 DC-3s, 2 Liberators, 5 Catalinas, 3 D. H.-8s, 9 DH-84s, 3 Wackett Trainers; AO—Aust., New Guinea, Hong Kong, Japan, New Britain, New Ireland, Pacific Islands, United Kingdom; C-P.

QUEBEC AIRWAYS, Dominion Sq. Bldg., Montreal, Canada; G. W. G. Monochie, pres.; AO—Canada; C-P.

QUEEN CHARLOTTE AIRLINES, LTD., Vancouver, Br. Col.; A. J. Spillbury, pres.; 2 Flying Boats, 10 Norsemen, 7 Ansons, 2 Stinsons, Rapide, Fairchild Husky; AO—West Canada.

REAL S/A TRANSPORTES AEREOS, Rua Conselheiro Crispiniano, 379, Sao Paulo, Brazil; 31 C-47s, 4 C-46s; AO—Paraguay, Uruguay, Brazil; C-P.

RED WING ORCHARDS, Whitby, Ont., Canada; G. N. Irwin, pres.; Cessna; AO—S. Ontario; C-P.

RESEAU DE LIGNES AERIENNES FRANCAISES (see Air France).

ROCKLAND AIRWAYS, Bobcaygeon, Ont., Canada; AO—C. Ontario.

ROYAL DUTCH AIRLINES (See Koninklijke Luchtvaart Maatschappij voor Nederland en Kolonien N. V.).

RUTAS AEREAS DEL PERU, S. A., Avenida Wilson, 3rd Pico, Lima, Peru; A. Encinas, pres.; 3 B-17Fs, Lockheed 14H2 (5 Princes); AO—Peru; C-P.

RUTAS AEREAS NACIONALES, S. A., Edificio America, Caracas, Venezuela; C. Chavez, mgr. dir.; 14 C-46s.

S. A. EMPRESA DE VIACAO AEREA, RIO GRANDE, Av. Borges de Medeiros, 16 andar, Brazil; R. M. Berta, pres.; 22 C-47s, 3 Electras, 14 Commandos, 14 C-46s; AO—Brazil; Urag.; C-P.

SAENA BELGIAN AIRLINES, 145 Rue Royale, Brussels, Belgium; G. Perier, pres.; 5 DC-6s, 7 DC-4s, 13 DC-3s, 6 Convairst, 6 C-47s, 4 Doves, 3 Helicopters, 3 Cubs, 3 Moths, Auster, Avro; AO—Europe, Africa, Middle East, N. America; C-P.

SALPANAVI, S. A., Via Bochetto 6, Milan, Italy; AO—Italy; C-P.

SAUDI ARABIAN AIRLINES, Jidda, Saudi Arabia; 13 DC-3s, 5 Wayfarers, 4 Lodestars; AO—Saudi Arabia, Egypt, Lebanon, Syria; C-P.

SCANDINAVIAN AIRLINES SYSTEM (SAS is a combine of Danish Air Lines, Norwegian Air Lines, and Swedish International Airlines), Bromma Airport, Stockholm, Sweden; P. A. Korlin, pres.; 12 DC-6s, 9 DC-4s, 20 DC-3s, 2 DC-6Bs, Scandias (1 DC-6Bs); AO—Europe, Far and Near East, N. Africa, So. America, U. S.

SCOTTISH AIRLINES, Prestwick Airport, Ayrshire, Scotland; J. A. Dobson, gen. mgr.; 3 Dakotas, 3 Liberators, Rapide, 10 Ansons; AO—Scotland everywhere; C-P.

SCOTTISH AIRWAYS, LTD., Airport for Glasgow, Renfrew, Scotland; Sir Steven Bilsland, chm.; 3 DC-3s, 13 Rapides; AO—Scotland; C-P.

SERVICE DES TRANSPORTS AERIENS REGIONAUX, Cattermanville, Belgian Congo; ? Osfords; AO—Belgian Congo; C-P.

SERVICIO AEREO DE HONDURAS, S. A., Ave. Colon y Cuarta Calle, Tegucigalpa, Honduras; Carlos Izaguirre, pres.; 4 DC-3s; AO—Honduras; C-P.

SERVICIO AEREO LEOPOLDO LOPEZ T., Urusita 1205, Chihuahua, Chihuahua, Mexico; AO—Mex.; C-P.

SERVICIO AEREO PANINI, S. A., 5 de Mayo 7, Mexico City, Mex.; C. Panini, pres.; DC-3, 3 DC-3s, 4 Ansons, 4 Travelairs; AO—Mexico; C-P.

SERVICIOS AEREOS CRUZEIRO DO SUL LTDA., Av. Rio Branco 123, Caixa Postal 190, Rio de Janeiro, Brazil; 23 DC-3s, 1 DC-4, 2 C-47s, 6 AT-11s; AO—Brazil; C-P.

SERVICIOS AEREOS NACIONALES, Apartado 1716, Mex. City, Mex.; J. Tilghman, pres.; 3 Bellancas, Cessna, Ford; AO—Mex.; C-P.

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U. S. IRREGULAR AIRLINES (LARGE & SMALL) & CERTIFICATED CARGO CARRIERS

(Including U. S. Territories and Possessions)

KEY TO SYMBOLS: A—Ambulance; AO—Area of Operations; C—Cargo; I—Instruction; M—Mapping; P—Passengers; PH—Photography; S—Sales; SU—Surveying; X—No Information. Aircraft shown in parentheses indicate they are on order or in the process of modification.

(Large)

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AIR AMERICA, INC., 6320 Selma Ave., Hollywood, Calif.
AIR CARGO EXPRESS, INC., Teterboro Air Terminal, Teterboro, N. J.
AIR TRANSPORT ASSOCIATES, INC., Box 55, Boeing Field, Seattle 8, Wash.; 5 C-46s; (DC-4); C—Wash.; P—N. Y., Md., Ill., D. C., Wash., Alaska.
ALL-AMERICAN AIRWAYS, INC., Box 182, Airport Branch, Miami, Fla.
AMERICAN AIR EXPORT & IMPORT CO., INC., P. O. Box 875, Miami, Fla.
AMERICAN AIR TRANSPORT AND FLIGHT SCHOOL, INC., P. O. Box 131, Miami Springs, Fla.
AMERICAN FLYERS, INC., Meacham Field, Fort Worth, Texas.
ARCTIC-PACIFIC, INC., Box 47, Boeing Field, Seattle 8, Wash.
ARGONAUT AIRWAYS CORPORATION, Miami Intl. Airport, Miami Springs, Fla.; C-46; AO—U. S., Alaska, Puerto Rico.
ARNOLD AIR SERVICE, INC., Boeing Field Terminal Bldg., Seattle 8, Wash.
ARROW AIRWAYS, Lockheed Air Terminal, Burbank, Calif.
ASSOCIATED AIR TRANSPORT, INC., Rt. 10, Box 288, San Antonio, Tex.
ASSOCIATED AIRWAYS, INC., Lockheed Air Terminal, Burbank, Calif.
AVIATION CORPORATION OF SEATTLE, P. O. Box 40, Airline Terminal Building, Boeing Field, Seattle 8, Wash.
BLAZZ AIRLINES, INC., 3132 West 74th Street, Los Angeles 43, Calif.
CALIFORNIA-ATLANTIC AIRWAYS, Pinellas Intl. Airport, St. Petersburg, Fla.; Owen Williams, pres.; 2 Lockheed 8, Boeing B-17Gs, Feederliner; AO—Fla., S. & C. America.
CALIFORNIA HAWAIIAN AIRLINES, Lockheed Air Terminal, Burbank, Calif., Constellation, 5 Martin 2-0-2s (Constellation); AO—U. S., Hawaii.
CAPITOL AIRWAYS, INC., Berry Field, Nashville, Tenn.; 3 DC-3s, 3 Bonanzas, C-46; AO—U. S. & Territories.
CARIBBEAN AMERICAN LINES, INC., Lockheed Air Terminal, Burbank, Calif.; 2 C-46s; AO—Ariz., Calif., Ill., Kans., Mich., N. M., N. Y., D. C.
CENTRAL AIR TRANSPORT, INC., P. O. Box 28, Miami 48, Fla.
COASTAL AIR LINES, INC., c/o Rathbone, Perry, Kelly and Drye, 70 Broadway, New York.
COASTAL AIRLINES, INC., 3320 S. E. 50th Avenue, Portland, Ore.
COASTAL CARGO CO., INC., Box 459, Mercer Co. Airport, W. Trenton, N. J.; 2 C-46s; AO—U. S., Canada, S. & C. America.
CONNER AIR LINES, INC., P. O. Box 125, Miami Springs, Fla.; 2 C-46s; AO—U. S.
CONTINENTAL CHARTERS, INC., Box 152, Miami 48, Fla.; 3 C-46s, S-307.
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CURREY AIR TRANSPORT, LTD., Municipal Airport, Galesburg, Ill.
ECONOMY AIRWAYS, INC., 421 West 37th St., New York.
FEDERATED AIRLINES, INC., 319 West 46th St., New York.
FREIGHT AIR, INC., P. O. Box 334, Miami Springs, Fla.
GENERAL AIRWAYS, INC., 6750 N. E. Marine Drive, Portland 13, Ore.; 3 DC-3s; (DC-3); AO—U. S., Alaska.
GOLDEN AIRWAYS, INC., 500 8th Street, Manhattan Beach, Calif.
GOLDEN NORTH AIRWAYS, INC., Box 888 Fairbanks, Alaska.
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HARDY AVIATION, INC., P. O. Box 408, Waynesboro, Pa.
HEMISPHERE AIR TRANSPORT, 10 East 40th St., New York.
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KESTERSON, INC., c/o Tennessee Bureau of Aeronautics, Berry Field, Nashville, Tenn.
LOS ANGELES AIR SERVICE, 5901 West Imperial Blvd., Los Angeles 45, Calif.
A. PAUL MANTZ AIR SERVICE, Hangar No. 1, Lockheed Air Terminal, Burbank, Calif.
METEOR AIR TRANSPORT, INC., Teterboro Air Terminal, Teterboro, N. J.
MIAMI AIRLINE, INC., 100 N. E. 88th Street, Miami 38, Fla.
MISSOURI AIRWAYS, INC., Box 56, Lambert Field, St. Louis 21, Mo.
MODERN AIR TRANSPORT, INC., 132 West 47th St., New York.
MONARCH AIR SERVICE, 6054 South Cicero, Chicago Municipal Airport, Chicago 18, Ill.
NATIONWIDE AIR TRANSPORT SERVICE, INC., P. O. Box 1226, Miami Springs, Fla.
NEW ENGLAND AIR EXPRESS, INC., Teterboro Air Terminal, Teterboro, N. J.
NU-WAY AIR EXPRESS, 1642 Madison Avenue, New York.

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(Small)

A
A C FLYING SERVICE, P. O. Box 1078, Galveston, Tex.
A & D FLYING SERVICE, INC., P. O. Box 5, Wallingford, Conn.
A & H FLYING SERVICE, Fletcher, N. C.
ABERDEEN FLYING SERVICE, Aberdeen, S. D.
ABILENE AVIATION CO., Box 1658, Abilene, Tex.
ABIUSO AVIATION, JOHN, RD. 1, Box 221, New Cumberland, Pa.; John Abiuso, pres.; Stinson Station Wagon, Luscombe, 4 Aeronaes (Stinson); AO—East U. S.; C-P.
AEREN AVIATION CO., 1326 29th St., Ashland, Ky.
ACADIA AVIATION, INC., P. O. Box 57, Ellsworth, Me.
AD-AIR ACADEMY, Stinson Field, San Antonio, Tex.; J. B. J. Hommedieu & O. E. Williams, props.
ADA FLYING SERVICE, Municipal Airport, Ada, Okla.; Clarence Rawls, mgr.; Cub Cruiser, 6 Cub Trainers; AO—X; C-P.
ADAMS COUNTY FLYING SERVICE, Box 94, Natchez, Miss.
JOE ADAMSON, Rte No. 2, Box 60, Okmulgee, Okla.
ADRONDAKE AIR SERVICE, Warren County Airport, Glens Falls, N. Y.
ADVANCE P-G AIRMOTIVE CORP., 4108-15th Ave., Bklyn 32, N. Y.
AER-O-TEC, Box 572, Pascagoula, Miss.
AERO ACTIVITIES, INC., Detroit City Airport, Detroit.
AERO ENTERPRISES, INC., Meacham Field, Ft. Worth, Tex.; C. O. Rominger, Jr., pres.; AO—Tex; C-I.
AERO FLYING SERVICE, INC., Lincoln Airport, Lincoln Park, N. J.
AERO FLYING SERVICE, Riverside Airport, Wichita, Kan.; A. C. Watts and R. J. Bullock, props.
AERO INDUSTRIES CORP., Box 1645, New Haven 9, Conn.
AERO MANOR, W. Holmes Rd., Farmington, 15, Mich.
AEROMARINE OF ST. AUGUSTINE, INC., Box 81, Municipal Airport, St. Augustine, Fla.
AERO-MARINE, INC., Municipal Airport, Council Bluffs, Iowa; Floyd E. Hughes, Jr., pres.; Stinson 150, Luscombe 8E; AO—U. S.; P.
AERO-MARINE TRANSPORTATION SERVICE, INC., 517 Hibernia Bldg., New Orleans.
AERO NATIONAL CHARTER SERVICE, 15195 Mable-Silver Lake, New Orleans.
AERONAUTICAL SALES & SERVICES, INC., P. O. Box 476, Flint 2, Mich.
AERO-NEW ENGLAND ASSO., Box 560 Littleton, N. H.
AERO SALES COMPANY, P. O. Box 756, Uvalde, Tex.
AERO SERVICE, Boeing Field, Seattle.
AERO SERVICES, Box 244, N. Canton, Ohio.
AERO TRAINING AND TRANSPORT, INC., Hangar No. 2, Lambert, Mo.; Cincinnati.
AERO-WAY, Box 6064, Richmond, Va.
AEROMOTIVE SERVICE COMPANY, P. O. Box 1167, Midland, Tex.
AEROSERVICE CO. OF IDAHO FALLS, IDA., INC., Box 775, Idaho Falls, Ida.
AEROSERVICE, INC., Municipal Airport, Omaha, Nebr.
AGONAIR SERVICE, RR #1, Davenport, Ia.; Robert A. Parmele, pres.; AO—U. S.; Cessna 195, Clipper; C-P.
AIKEN FLYING SERVICE, Box 215, Aiken, S. C.
AINSWORTH AIR SERVICE, Ainsworth, Neb.; Dan Niggins, pres.; Stinson Voyager, Station Wagon (Bonanza); AO—U. S.; C-P.
AIR ACTIVITIES, INC., Municipal Airport, Mason City, Iowa.
AIR ACTIVITIES, INC., Box 90, Danville, N. Y.
AIR ACTIVITIES, INC., Box 421, Elkins, W. Va.; A. O. Cappadony, pres.; Aerona Sedan, Cessna 140; AO—U. S.; C-P.
AIR CARGO EXPRESS, 430 W. Jefferson St., Tallahassee, Fla.
AIR CHARTER, Box 1435, Hurley, N. M.
AIR CHARTER SERVICE, Box 1045, Stamford, Conn.
AIR CITY, INC., Sturtevant, Wis.
AIR HOLIDAY, INC., Trumbull Airport, Groton, Conn.; Joseph B. Buro, pres.; 2 Cessna 140s, 2 Aeronaes, 4 Ercoupes; AO—N. Y., New England; C-P.
AIR MART THE, 9 Divre Apts., Minot, N. D.; B. O. Sogard, pres.
AIR PROGRESS, INC., Box 1323, Wilmington, N. C.
AIR REGIONS AND SERVICE, INC., Weir Cook Municipal Airport, Indianapolis 44, Ind.; East & middle east U. S.
AIR SERVICE, Box 719, Munic. Airport, Atlanta, Ga.; A. P. Dodd, pres.; Howard, 2 Cessna T-50s; AO—U. S.; C-P.
AIR SERVICE CO., THE, Municipal Airport, Seminole, Okla.
AIR SERVICE, INC., Box 419, Charleston, S. C.
AIR SERVICE, INC., Bellanca Field, Newcaste, Delaware.
AIR SERVICES, INC., P. O. Box 244, N. Canton, Ohio.
AIR SERVICES, INC., Newaygo, Mich.
AIR TAXI, INC., Box 1174, Parkersburg, W. Va.
AIR TAXI DIV., Norman Larson Co., Lockheed Air Terminal, Burbank, Calif.; 2 Bonanzas; AO—U. S., Mexico, Alaska.
AIR TERMINAL SERVICE, INC., 6009 Mission Rd., Stinson Field, San Antonio, Tex.; J. A. Batesman, pres.; Fairchild 24, PT-36; 8 Piper Cub J-3s; AO—San Antonio area; P.
AIR TRANSPORT SERVICE, 1320 St. Clare Rd., Mt. Royal, Que., Canada; Cessna; AO—Canada, U. S.; C-P.

U. S. IRREGULAR AIRLINES

(Continued from preceding page)

OCEAN AIR TRADEWAYS, Cape May County Airport, Wildwood, N. J.
OSWALD ALASKA AIRWAYS, 1109 S. Grant St., Tacoma, Wash.
OVERSEAS NATIONAL AIRWAYS, 291 Geary St., San Francisco, Calif.
OXNARD SKY FREIGHT, INC., Lockheed Air Terminal, Burbank, Calif.
PACIFIC OVERSEAS AIRLINES CORP., P. O. Box 152, International Airport, Ontario, Calif.
PEARSON-ALASKA, INC., Lockheed Air Terminal, Burbank, Calif.
PENINSULAR AIR TRANSPORT, P. O. Box 209, Miami Springs, Fla.; 2 C-46s, DC-3; AO-1a, Tex., Calif., Penn., N. Y., O., Ill., Mich.
QUAKER CITY AIRWAYS, INC., North Philadelphia Airport, Philadelphia 36, Pa.; H. Susman, pres.; Twin Cessna (C-46); AO-U. S.
REGINA CARGO AIRLINES, INC., 7609 4th Avenue, Brooklyn 9, N. Y.
REMMERT-WERNER, INC., Lambert Field, St. Louis 21, Mo.
ROBIN AIRLINES, INC., Lockheed Air Terminal, Burbank, Calif.
ROYAL AIR SERVICE, International Terminal, Oakland Municipal Airport, Oakland 14, Calif.
S. S. W., INC., El Paso Int'l. Airport, El Paso, Tex.; C-46 (C-46, DC-4); AO-U. S., Ala.
SEABOARD WESTERN AIRLINES, INC., 80 Broad Street, New York; R. A. Norden, pres.; 3 DC-4s (2 Super Constellations); AO—Europe, Middle East.
SOURDOUGH AIR TRANSPORT, Box 1639, Fairbanks, Alaska.
SOUTHERN AIR EXPRESS, P. O. Box 1429, Clearwater, Fla.
SOUTHERN AIR TRANSPORT, Box 114, Miami 48, Fla.; 3 C-46s, STANDARD AIR CARGO, Lindbergh Field, San Diego, Calif.; 2 DC-3s; AO-U. S.
EDGAR A. STEWART, 8000 Glider Avenue, Los Angeles 45, Calif.
TRANS-ALASKAN AIRLINES, INC., P. O. Box 1994, Anchorage, Alaska.
TRANS-AIR HAWAII, INC., Honolulu Airport, P. O. Box 3736, Honolulu, T. H.; Conestoga; AO—Hawaii.
TRANS AMERICAN AIRWAYS, Lockheed Air Terminal, Burbank, Calif.
TRANS CARIBBEAN AIR CARGO LINES, INC., 158 West 56th Street, New York; 3 DC-4s, 2 C-46s; AO-U. S.
TRANS NATIONAL AIRLINES, INC., Long Beach Municipal Airport, Long Beach, Calif.
TRANSOCEAN AIR LINES, Oakland Municipal Airport, Oakland 14, Calif.; Orrin M. Nelson, pres.; 5 C-54s, DC-6B, 4 C-46s, 2 DC-3s, 4 PBVs, 4 Martin 202s, Lodestar, 2 Beechcraft; AO—Worldwide; C-P.
U. S. AIRCOACH, Administration Bldg., Lockheed Air Terminal, Burbank, Calif.; C-46; 2 DC-3s; AO-U. S.
THE UNIT ENTERPRISE COMPANY, INC., P. O. Box 176, Miami, Fla.; 1 C-46, 1 Bonanza, 1 Beechcraft; AO-U. S., Nassau.
WORLD AIRWAYS, INCORPORATED, Teterboro Air Terminal, Teterboro, N. J.; 2 C-46s; AO-U. S.
ZIGLER FLYING SERVICE, P. O. Box 877, Jennings, La.

AIRCO AVIATION CORP., Box 1035, Tampa, Fla.; 7 Aeronaas, Bonanza; AO—Fla.
AIRCRAFT SALES CO., INC., Hoosier Airport, Indianapolis.
AIRCRAFT SALES CO., INC., Mescham Field, Fort Worth, Tex.
AIRCRAFT SALES CO., INC., Box 191, Prescott, Ariz.
AIRCRAFT SALES CORP., Box 3191, Charleston 12, W. Va.; David P. Williams, pres.; 2 Piper PA-12s (1 Cessna); AO—Charleston 300-mile radius; C-P.
AIRCRAFT SERVICE CO., Bradley Field, P. O. Box 829, Boise, Ida.; John D. Bradley, pres.; 4000, Fairchild 45, 2 Navions, 7 Luscombes; AO—Ida., Utah, Nev., Kan. Ora., West Mont.; C-P.
AIRCRAFTERS, INC., Airport, Rehoboth Beach, Del.; Ercoeur, Twin Cessna, 2 Stinsons, 3 Cubs; AO-U. S.; C-P.
AIRCRAFTSMEN, INC., P. O. Box 2516, St. Louis, Mo.; C-P.
AIRFIELDS OPERATING CORP., Box 192, Salisbury, Md.; Stanley H. Rayner, pres.; Bellanca, Ercoeur; AO-U. S.; C-P.
AIRLIGHT, INC., Muncie Airport, Savannah, Ga.
AIRHAVEN AIRPORTS, INC., P. O. Box 954, Phoenix, Ariz.
AIRPARK PIPER CUB SALES & SERVICE, INC., Box 659, Hicksville, N. Y.
AIRPARKS, INC., RFD 2, Box 488, Barborton, Ohio.
AIRPARKS, INC., Bunker Hill Air Facility, Bunker Hill, Ind.
AIRPORT ASSOCIATES, N. Phila. Airport, Phila., Pa.
AIRPORTS, INC., Frankford, Del.
AIRPORTS, INC., Wilder Rd., Bolton, Mass.
AIRWAY FLIGHT SERVICE, INC., Municipal Airport, Kansas City, Mo.
AIRWAYS SERVICE, INC., Wagner, D.
AKRON AIRWAYS, INC., Akron 6, Ohio.
AKRON FLYING SERVICE, Akron, Colo.
ALABAMA AIR SERVICE, Allenton P.O., Box 2188, Montgomery.
ALABAMA AVIATION SERVICE, Russell Field, Alexander City, Ala.
ALABAMA AVIATION SERVICE, INC., Box 1331, Burlington, N. C.
ALAMO AIRLINE SERVICES, INC., San Antonio Munic. Airport, San Antonio, Tex.
ALAMO AVIATION, INC., Muncie Airport, San Antonio, Tex.
ALAMO FLYERS, Box 601, Stinson Field, San Antonio, Tex.
ALBANY AIR SERVICE, INC., Box 1103, Albany, Ga.; AO—Ga., Fla., Ala.; C-P.
ALBANY AIRCRAFT CO., Box 807, Albany, N. Y.
ALBIA AIRWAYS, Albion, Iowa.
A. S. ALEXANDER, Box 227, Belmont, Cal.
ALEXANDRIA AVIATION CO., 2031 Albert St., Alexandria, La.
ALEXANDRIA-VIRGINIA AIRPORT, INC., RFD No. 4, Box 75, Beacon Field, Alexandria, Va.
ALLEN AVIATION SERVICE, Allen Air Port, Topeka, Kans.; John O. Allen, prop.; Cessna 170; AO-U. S.; C-P.
ALLIED AIR SERVICE, P. O. Box 121, Goleta, Cal.
ALTO AIR SERVICE, Muncie Airport, Traverse City, Mich.
ALVA FLYING SERVICE, Box 519, Alva, Okla.
AMARILLA FLYING SERVICE, Box 3, Box 539, Amarillo, Tex.
AMERICAN AVIATION CO., Box 1432, Des Moines, Ia.; George J. Hansen, prop.; AO—Iowa.

AMERICAN AVIATION SERVICE, Municipal Airport, Reidville, N. C.; AO—Nashville.
ANDALUSIA AIRPORT, Box 426, Andalusia, Ala.
ANDERSON AIR ACTIVITIES, General Mitchell Field, Milwaukee, Wis.
ANDERSON CHARTER & FLYING SERVICE, INC., Ace Airport, Andover, Mass.
ANDREW FLYING SERVICE, LTD., Box 3295, Honolulu; Olen V. Andrew, pres.-treas.; 6 Cessna T-50s, 6 Interstate Cadet S-1As, 10 Cubs, Taylorcraft, 2 P-24Ws, Stinson L-5, Cessna 140; AO—Hawaii; C-1-MP, P-8-SU.
ANDREWS AVIATION CO., Paxton Rd., Spencer, Mass.
ANDREWS-MURPHY AIR PARK, Andrews, N. C.
ANNAPOLIS FLYING SERVICE, INC., Box 232, Annapolis, Md.
ANTHONY & SONS, INC., E. 355 Pleasant St., New Bedford, Mass.
APPOINTMENT AIRLINES CORP., 501 Madison Ave., N. Y.
ARETZ FLYING SERVICE, RR #3, Aretz Airport, Lafayette, Ind.; L. I. Aretz, pres.; PT-19, Stinson 150, Taylorcraft A-4, Luscombe A-8, Piper J-3, 2 Piper J-3s; AO—X-1, P-1-S.
ARKADELPHIA AIRPORT, INC., Box 246, Arkadelphia, Ark.
ARKANSAS POLYTECHNIC COLLEGE, Russellville, Ark.
ARLINGTON AIRPORT, INC., R. D. 3, Poughkeepsie, N. Y.
ARROSTOOK AIR ACADEMY, Houlton, Me.
ARROW AIR AMBULANCE SERVICE, 1786 Rademaker Ave., Detroit 4.
ARROW AVIATION, INC., Lincoln, Nehr.
ARROWHEAD AIRWAYS, Box 623, Hibbing, Minn.; L. M. Witt, prop.; Cessna UC-78, Seabee, Waco UPF-7; AO-U. S., Canada; C-P.
ARWOOD FLYING SERVICE, Box 337, Mount Holly, N. C.
ASH AIRWAYS, INC., 1701 Overlook Drive, Springfield, Ohio.
ASHBURN FLYING SERVICE, INC., RFD 4, Alexandria Airport, Alexandria, Va.
ASHLEY FLYING SERVICE, P. O. Box 24, Honeso Path, S. C.
ASSOCIATED AVIATION, INC., Hangar No. 5, Lunken Airport, Cincinnati.
ASSOCIATED CALLENS FLYING SERVICE, INC., Box 693, Roswell, N. M.
ASTOR VINCENT, 152 W. 42nd St., N. Y.
ATLANTIC AIR LINES, 1538 Walnut St., Philadelphia; 2 small aircraft; AO-U. S.; C-P.
ATLANTIC AIRCRAFT DISTRIBUTORS, INC., Muncie Airport, Baltimore.
ATLANTIC AVIATION CORP., Teterboro Airport, Teterboro, N. J.; ADO—N. Y., New England, N. J.
ATLANTIC AVIATION SERVICE, New Castle County Airport, Wilmington 99, Del.; AO-U. S., Canada, Mex.
ATLANTIC CITY AERIAL SERVICE, Bader Field, Atlantic City, N. J.; Harry A. Netherland, pres.; Cub, Taylorcraft, 2 Gull Wing Stinsons; AO—East U. S.; C-P.
ATLANTIC CITY FLYING SERVICE, Atlantic City Mpl. Airport, Atlantic City, N. J.
ATLAS AIRWAYS, INC., 100 West Monroe St., Chicago, Ill.; Arthur J. Bernstein.
ATTICA FLYING SERVICE, INC., RR #24, Attica, Ind.; Orville L. Brown, pres.; Stinson Station Wagon; AO—300-mile radius; C-P.
ATWOOD AIRCRAFT, Atwood Airport, Northampton, Mass.; Roger L. Atwood, Prop.
AUBURN AIRPORT, INC., 777 Washington St., Auburn, Mass.
AUBURN AVIATION CO., INC., Auburn, N. Y.
AUBURN FLYING SERVICE, Auburn Airport, Auburn, Ind.
AUBURN SCHOOL OF AVIATION, Ala. Polytechnic Institute, Auburn, Ala.; W. G. Rhodes, mgr.; Cessna, PA-12, Bonanza (Bonanza); AO—S.E. States; C-P.
AUGUSTA SCHOOL OF AVIATION, INC., Daniel Field, Augusta, Ga.; Willis M. Boshears; 12 Cubs, 2 Vultures, 4 Cessnas, Ryan, Aeronaas; AO—Ga., S. C.; P.
AUSTIN AERO SERVICE, Municipal Airport, Austin, Minn. AO—U. S., Canada.
AUSTINTOWN AIRPORT, INC., 1201 S. Niles-Cansfield Rd., Youngstown, O.
AVEX, INC., Box 87, Coral Gables, Fla.
AVIATION ACTIVITIES CO., Sherman Field, Concord, Calif.
AVIATION CENTER, INC., Lunken Airport, Cincinnati; Thomas H. Noonan, pres.; 5 single, multi-engine planes; AO-U. S., Canada; C-P.
AVIATION INDUSTRIES, INC., P. O. Box 431, Coeur d'Alene, Idaho; also Olympia Municipal Airport, Olympia, Wash.; H. A. Butcher, pres.; Stinson Station Wagon, 3 Fairchild 24s, 3 Cessna UC-78s, 4 Wacos, 2 Super Cruisers, 2 Ercoeurs, 12 Cubs (6 Luscombes, 3 Navions); AO-U. S., Canada, Mexico; C-P.
AVIATION SCHOOLS & SERVICE, INC., Blairtown, N. J.; Frank S. Pittenger, pres.; Aeronaas, Stinson 150; AO—not restricted; P.
AVIATION SERVICE CO., INC., Box 32, Hartford 1, Conn.
AVIATION SERVICE, INC., Norwalk Airport, Norwalk, Ohio.
AVIATION SERVICE, INC., Rock County Airport, Janesville, Wis.; L. E. Weiss; Bonanza, Stinson Reliant, Cessna UC-78, Cessna 140; AO—Wis., Ill. Ind.; C-P.
AVIATION SERVICE, INC., P. O. Box 192, Newport News, Va.
AVIATION SERVICES, INC., Muncie Airport, Marysville, Mo.
AVIATION SERVICES, INC., 26000 Gratiot Ave., Roseville, Mich.
AVIATION SERVICES, INC., Box 827, Bogalusa, La.
AVIATION SERVICES OF TEXAS, INC., Alamo Municipal Airport, San Antonio, Texas.
AVION FLYING SERVICE, INC., Sylvan Beach Airport, Kirkwood, Mo.
AYER, NOBLE, Box 30, Owensboro, Ky.

B & B AIR SERVICE, Matanzas Airport, Havana, Ill.
B & B FLYING SERVICE, P. O. Box 1549, Tampa, Fla.
B & B FLYING SERVICE, INC., Box 474, Roswell, N. M.
B & F FLYING SERVICE, Box 798, New Braunfels, Tex.
B & G CHARTER SERVICE, 314 Richards Rd., Kansas City, Mo.
B & H FLYING SERVICE, Box 83, Cottage Grove, Ore.; Joseph Faust, prop.
B. & L. AIRLINES, 161 San Sowell St., Charleston, S. C.
B. & M. AERO SERVICE, INC., Box 82, Marion, Ind.
BAALMANN, INC., Box 24, Lambert Field, St. Louis 21, Mo.
BACHMAN, HAROLD, Box 475, Southern Pines, N. C.
BADGER AERO ACTIVITIES, Municipal Airport, Shawano, Wisc.; A. G. S. Canada.
BAHNMANN AVIATION CO., Commerce, Tex.
BAILEY FLYING SERVICE, Box 548, Chillicothe, Mo.; A. N. Bailey, prop.; 5 single engine aircraft; AO-U. S.; P.

BAILEY FLYING SERVICE, Box 1872, El Dorado, Kan.
 BAIER, DONALD, Bradshaw, Neb.
 BAKER AVIATION CORP., Marion County Airport, Marion, O; AO—U. S.; Alaska.
 BAKER, F. A., Brunswick Air Park, Brunswick, Ga.
 D. S. BAKER, Baker's Air Park, Burlington, W. Va.
 BAKER FLYING SERVICE, Rt. 32, Magnolia, Ark.
 BAKERSFIELD FLYING SERVICE, P. O. Box 718, Baker, Ore.
 BAKERSFIELD FLYING SERVICE, P. O. Box 186 Station B, Bakersfield, Cal.
 BALDWIN TRANSPORTATION CORP., 554 W. 38th St., N. Y.
 BALL-RALSTON FLYING SERVICE, Rte 4, Hillsboro, Ore.
 DONALD WARD BALLEW, 2415 N. 29th St., Tacoma, Wash.; D. W. Ballew, pres.; Taylorcrest (2 C-46); AO—U. S.; C-P.
 BAR HARBOR AIRWAYS, INC., Bar Harbor Municipal Airport, Trenton, Me.
 BARB CITY AIR SERVICE, INC., DeKalb, Ill.
 BARBER FLYING SERVICE, Arcade Airport, Arcade, N. Y.
 BARKER, A. C., Municipal Airport, Morgantown, W. Va.
 BARFIELD AIR CARRIER SERVICE, Box 201, Hartsville, S. C.
 BARKER & DEAN FLYING SERVICE, Box 707, Conway, Wash.
 BARKSTROM, HAROLD I., Price Lake Airport, Phillips, Wis.
 BARR, S. C., 314 Brooks Dr., Corpus Christi, Tex.
 BARWICK'S AVIATION SERVICE, Rockingham, N. C.
 BASCO FLYING SERVICE, Pottstown Mun. Airport, Pottstown, Pa.
 BASS, MACK C., JR., 2807 Ashland St., Raleigh, N. C.
 BASSETT & CO. FLYING SERVICE, Box 969, Santa Paula, Calif.
 BATTLE CREEK FLYING SERVICE, Box 56, Battle Creek, Mich.
 BAUDER FLYING SERVICE, Rte. 1, Clare, Mich.; Courtney Kleman, Bus. Mgr.
 BAUMGARDNER, RAY, Box 831, Port Stockton, Tex.
 BAY FLYING SERVICE, THE, Box 141, North Bend, Ore.
 BAY MEADOWS AVIATION CORP., P. O. Box 611, San Mateo, Calif.; Donald E. Bay, vice pres.; 1 single-engine aircraft; AO—Calif. & Pacific Coast; C-P.
 BEACON FLYING SERVICE, INC., Clarence, N. Y.; John J. Drescher, pres.; 15 light & medium aircraft, not specified; AO—4; P-I.
 BEADLESTON AIR SERVICE, Box 121, Decatur, Ill.
 BEATRICE AIR SERVICE, INC., Box 563, Beatrice, Neb.
 BEATTY, JOHN W., 1035 Hickory St., Excelsior Springs, Mo.
 BEAUFORT FLYING SERVICE, INC., Box 494, Beaufort, S. C.
 BEGLEY FLYING SCHOOL, Box 1579, Beckley, W. Va.
 BEDFORD AIRWAYS, Box 30, Bedford, Pa.
 BELL AIR SERVICE, Boeing Field, Seattle, Wash.
 BELL FLYING SERVICE, Box 4003, Warrington, Fla.
 BELLAR, GORDON E., 2nd St., San Francisco, Cal.
 BELLINGHAM AIR SERVICE, INC., Box 345, Bellingham, Wash.; G. L. Miller, pres.; Seabee, Stinson SR4, 3 Cubs (2 Navions); AO—Wash., Ore., Brit. Col.; C-P.
 BELLINGHAM SKY HARBOR, INC., Box 991, Bellingham, Wash.
 BELOIT AIRWAYS, South Beloit, Ill.
 BEMIDJI AVIATION SERVICES, INC., Box 947, Bemidji, Minn.
 BENDER AIR PARK, Box 326, Princeton, Tex.
 BENNA AND JORI FLYING SERVICE, P. O. Box 374, Red Bluff, Calif.
 BENNETT & MOORE, c/o Palo Alto Airport, Palo Alto, Cal.
 BENNINGTON COUNTY FLYING SERVICE, South Shaftsbury, Vt.
 BENSON FLYING SERVICE, INC., Box 74, Watertown, N. Y.
 BENTON FLYING SERVICE, Box 146, Benton, Ark.
 BERAN FLYING SERVICE, INC., Box 581, Lexington, Neb.
 BERENTZ FLYING SERVICE, Box 287, Independence, Kan.
 BERKSHIRE AVIATION ENTERPRISES, INC., Great Barrington Airport, Great Barrington, Mass.; Walter Kolade, pres.; PA-12, 3 Cessna 140s, 4 Cubs; AO—Great Barrington area; C-P.
 BETHANY AIRWAY, INC., Bethany Airport, Bethany, Conn.; Robert H. Halpin, pres.; Stinson 165, Piper Cruiser, Cessna 140; AO—NE U. S.; C-P.
 BETHEL FLYING SERVICE, 247 N. 2nd St., Montrose, Colo.; John B. Bethel, cap.
 BEVERLY AIR SERVICE, INC., Rubinkam Airport, Harvey, Ill.
 BEVERLY'S DOWNTOWN FLYING SERVICE, Box 4726, Okla. City, Okla.
 BIBLER'S FLYING SERVICE, P. O. Box 500, Las Vegas, N. M.; Lloyd Bible, pres.; Fairchild, 2 Cessnas; AO—U. S., Canada, Mexico; C-P.
 BIG BEND FLYING SERVICE, THE, Box 230, Marathon, Tex.
 BIG HORN FLYING SERVICE, Box 488, Greybull, Wyo.
 BIG PINEY AVIATION, Box 32, Big Piney, Wyo.
 BILLERICA-WILMINGTON AIRWAYS, INC., Alexander Rd., Billerica, Mass.
 BIRD AIRPORT, 2415 Hubbard Rd., Youngstown, Ohio.
 BISHOP FLYING SERVICE, Bishop Airport, Bishop, Calif.
 BLACKFOOT FLYING SERVICE, P. O. Box 401, Blackfoot, Ida.
 BLACKSTEN, HAL C., Storm Lake, Iowa.
 BLACKWELL, CHARLES D., P. O. Box 1991, Hartlingen, Tex.
 BLAIR COUNTY AVIATION CO., Martinsburg, Pa.; Donald G. Nelson, pres.; AO—U. S.; Cessna 140 (Cessna 140); C-P.
 BLAIR FLYING SERVICE, Munic. Airport, Blair, Neb.
 BLUE RIDGE AVIATION, INC., Box 388, Elkin, N. C.
 BLUE VALLEY FLYING SERVICE, INC., 7000 E. 40 Highway 40, Kansas City, Mo.
 BLUFF CITY AIR SERVICE, 4448 Macon Rd., Memphis, Tenn.
 BLUFFS AVIATION SALES CO., Box 841, Scottsbluff, Neb.
 BLUFFTON FLYING SERVICE, R. R. No. 1, Bluffton, Ohio.
 BLYTHEVILLE FLYING SERVICE, Municipal Airport, Blytheville, Ark.; W. H. Vebrough & A. L. Richardson, Jr., Props.; Cessna 140, PA-12; AO—U. S.; P.
 BODE, JOHN MARTIN, Chamberlain, S. D.
 BOEKENHOFF AVIATION SERVICE, 2028 Spring St., Quincy, Ill.
 BORTON AVIATION SCHOOL, Woodrum Field, Roanoke, Va.
 BOHRER FLYING SERVICE, INC., Blue Grass Field, Lexington, Ky.
 BONACCI FLYING SERVICE, N. Omaha Airport, 72nd & McKinley St., Omaha, Neb.
 BOOKWALTER, C. VERNON, Rockford Bay, Ida.
 BOONE COUNTY AVIATION, INC., Box No. 6, Erlanger, Ky.
 BOOTH AIRCRAFT SALE & SERVICE, P. O. Box 310, Blackwell, Okla.
 BORDER AVIATION, P. O. Box 166, Langdon, N. D.; AO—N. D., Minn.
 BORDER AVIATION SERVICE, Municipal Airport, El Paso, Tex.; William J. R. Fransa, pres.; Swifta, Ercoupe, Stinsons; AO—within 500 miles of El Paso; P.
 BORDER FLYING SERVICE, P. O. Box 150, Pembina, N. D.

BOST'S FLYING SERVICE, Newton-Conover Airport, Newton, N. C.
 BOTCHER, ED., Highmore, S. D.
 BOTTINCAU AVIATION, Bottineau, N. D.; Ernest Sorenson, pres.; Ercoupe, Chief, Ercoupe (Aerocsa); AO—N. D. area; C-P.
 BOULDER FLYING SERVICE, RR #2, Boulder, Colo.
 BOWEN FLYING SERVICE, Box 913, West Memphis, Ark.
 BOWLER'S AIR SERVICE, Orofino, Ida.
 BOWLING-GREEN FLYING SERVICE, Box 867, Bowling Green, Ky.
 BOWMAN FLYING SERVICE, INC., Municipal Airport, Easton, Pa.
 BOYD AERO SERVICE, P. O. Box 631, Santa Fe, N. M.; AO—U. S.; P.
 BOYNTON FLYING SERVICE, Rt. 2, Box 158, Houston, Texas.
 BRADLEY, EDWIN S., Eastern Airport, Easton, Pa.
 BRADFORD AIR SERVICE, Box 1878, Little Rock, Arkansas, Robert Bradford, pres.
 BRADY FLYING SCHOOL, Curtis Field, Brady, Tex.
 BRAMER FLYING SERVICE, RAY, Munic. Airport, Charles City, Iowa.
 BRANNON'S AERO SERVICE, Box 871, Greenville, S. C.
 BRANSON AVIATION SERVICE, Meramec Airport, Kirkwood, Mo.
 BRANSON FLYING SERVICE, Plaudreux, S. D.
 BRANSTETTER FLYING SERVICE, INC., Branstetter Airport, Rte 3, Box 1142B, Sacramento, Calif.
 BRAYTON FLYING SERVICE, INC., Lambert Field, St. Louis.
 BREEZEAL'S FLYING SERVICE, Airport, Mt. Pleasant, Ia.
 BRECKENRIDGE FLYING SERVICE, P. O. Box 190, Breckenridge, Texas, V. D. Howe, Prop.
 BRENNAN AIR SERVICE, INC., Quad City Airport, Moline, Ill.
 BRIDGES AIRCRAFT, INC., Box 162, Shelby, N. C.
 BRIDGES AIRPORT, 513 W. Gold St., Kings Mountain, N. C.; G. A. Bridges, pres.; AO—U. S.; P.
 BRIGHTMAN FLYING SERVICE, Myricks Airport, Myricks, Mass.
 BRINCKERHOFF FLYING SERVICE, College Park Airport, College Park, Md.; George C. Brinckerhoff, Dir. of Oper.; DC-3, Cessna T-64, Waco UPF7, 2 Beechcraft D-17S, 3 Fairchild M-62As, 18 J3 Cubs; AO—U. S.; C-P.
 BROCKWAY AIRWAYS, INC., Box 602 Brockton, Mass.
 BROKENSTRAW AIRPORT FLYING SCHOOL, Box 441, Youngsville, Pa.; Frank Rensma, prop.; P-I.
 JOHN RODERICK BROOKS, 108 Sargeant St., Hartford, Conn.; R. P. Brooks, pres.; Bellanca, Waco, Twin Cessna; AO—U. S.; C-P.
 BROWN AIR SERVICE, Box 348, Plainview, Tex.
 BROWN AVIATION, P. O. Box 906, Corpus Christi, Tex.
 BROWN AVIATION CENTER, R. D. No. 1, Turtle Creek, Pa.
 BROWN, DONALD W., Lodgepole, Neb.
 BROWN FLYING SERVICE, Onkosh, Neb.
 BROWN & HUTCHERSON AIR SERVICE, Box 950, Plainview, Tex.
 BROWN UNIVERSITY, JOHN, Silem Springs, Ark.
 BROWN, T. G., Box 326, Dumas, Tex.
 BROWN, WINFRED B., Parker Sky Camp, Weatherford, Tex.
 BROWNE FLYING SERVICE, 1209 Robertson Way, Sacramento, Calif.
 BROWNING AERIAL SERVICE, Box 1173, Austin, Tex.
 BRUMLEY'S FLYING SERVICE, Cornelia Fort Airport, Rosebank Ave., Nashville, Tenn.
 BRUMMET AIRCRAFT CO., Box 831, Jefferson City, Mo.
 BRYAN, VANCE, 856 Park Ave., Hot Springs, Ark.
 BUCHANAN FLYING SERVICE, Box 268, Montrose, Colo.
 BUCK'S FLIGHT SCHOOL, INC., Lowell Field, Chattanooga, Tenn.
 BUCYRUS FLYING SERVICE, Munic. Airport, Bucyrus, Ohio.
 BUD'Y FLYING SERVICE, Municipal Airport, Yuma, Colo.
 BUFFALO AIR-PARK, INC., 4500 Clinton St., Gardenville, N. Y.
 BULLOCK'S AIRCRAFT SALES & SERVICE, Box 310, Blackwell, Okla.
 BURKE AVIATION CORP., Box 1002, Okla. City, Okla.
 BURKS, LESLIE L., Licking, Mo.

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BURNS FLYING SERVICE, Box 771, Hobart, Okla.
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C

C & H AIR SERVICE, INC., Hangar 9, Munic. Airport, Wichita, Kan.
CALEDONIA AIRWAYS, INC., St. Johnsbury, Vt.; AO—Vt.
CALIFORNIA AIRCRAFT CORP., 7902 Woodley Ave., Van Nuys, Calif.
CALL FLYING SERVICE, BARLOW H., Box 301, Aiton, Wyo.; Barlow H. Call, pres.; Interstate S-1A (Callair A-3); AO—Wyo., Ida., Utah; P.
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CAMDEN FLYING SERVICE, P. O. Box 489, Camden, S. C.; P.
CAMDEN FLYING SERVICE, INC., Box 467, Grayson Field, Camden, Ark.; P.
CAMFIELD AVIATION CO., Kent County Airport, Grand Rapids, Mich.
CAMPELL FLYING SERVICE, Rolla, Mo.
CAMILLI FLYING SERVICE, Eureka Airport, Sonoma, Calif.; P.
CAMPELL FLYING SERVICE, R. E. J., Box 56B, Cincinnati 15, Ohio.
CAMPELL SIXTY-SIX EXPRESS, INC., Box 66, Springfield, Mo.
CANAN AIRPORT, INC., Canaan, Conn.
CANFIELD AIRWAYS, Canfield Airport, Waterloo, Iowa.
CANNON AIRCRAFT SALES & SERVICE, Box 291, Charlotte, N. C.; AO—N. C., S. C.
CANNON AVIATION CO., INC., Hickory, N. C.
CANTON AVIATION CO., R. D. 3, Canton, Ohio.
CANTRELL'S AERO SERVICE, P. O. Box 14, Conway, Ark.; Dennis F. Cantrell, prop.; Stearman, 2 Luscombe, 2 Aeromacs, 2 Cessnas; AO—Ark. Tenn., Okla.; C-P.
CAPE AND ISLANDS SERVICE, INC., Hyannis Airport, Hyannis, Mass.
CAPE AIRCRAFT, INC., P. O. Box 699, Glens Falls, N. Y.
CAPE COD FLYING SERVICE, Provincetown, Mass.
CAPITAL AERO SERVICE, Municipal Airport, Sacramento, Calif.
CAPITAL AIR SERVICE, Munic. Airport, Salem, Ore.; Clemens F. Fisher, prop.
CAPITAL AVIATION CORP., Box 725, Bismarck, N. D.; J. W. Watts, pres.; Cessna 140, Bellanca (Cessna 170); AO—U. S., Canada; C-P.
CAPITOL AIR SERVICE, Municipal Airport, Topeka, Kan.
CAPITOL AVIATION, INC., Capital Airport, Springfield, Ill.
CARBON EMERY FLYING SERVICE, Box 629, Price, Utah.
CARCO AIR SERVICE, P. O. Box 782, Albuquerque, N. M.; Clark M. Carr, Prop.; AO—U. S.; 7 Bonanzas, 2 Twin Beechcraft; C-P.
CARDINAL AIR SERVICE, Kern County Airport, Bakersfield, Calif.
CARDINAL AIR SERVICES, 38 Chestnut St., Box 70, Lafayette, Calif.
CARDWELL FLIGHT ACADEMY, Coulter Field, Bryan, Tex., prop.
CARGILL AIRPORT, R. D. 3, Lewistown, Pa.; R. Y. Cargill, prop.
CARIBOU FLYING SERVICE, Munic. Airport, Caribou, Me.
CARLETON-WHITNEY AERO SERVICE, INC., Wilkins Airport, N. Attleboro, Mass.
CARLIN AIRWAYS, Munic. Airport, Warsaw, Ind.
CARLSBAD FLYING SERVICE, INC., Box 589, Carlsbad, N. M.; Claude McCausland, pres.; Bonanza, Twin Cessna; AO—U. S., Mexico; C-P.
CARNAHAN FLYING SERVICE, Bloomington, Ill.; Art Carnahan, prop.; P.
CAROLINA AERO SERVICE, INC., Box 414, Goldsboro, N. C.
CAROLINA AERO SERVICE, INC., Box 37, Anderson, S. C.
CAROLINA AERONAUTICS, INC., Box 1021, Hendersonville, N. C.
CAROLINA AIR PARK, INC., Rte. 8, Box 42, Concord, N. C.; Homer L. Troutman, pres.; Super Cruiser, 2 Taylorcraft; AO—U. S.; C-P.
CAROLINA AIRCRAFT SALES, Statesville Rd., Brokenborough Field, Charlotte, N. C.
CAROLINA AVIATION, Box 954, Greenville, S. C.
CAROLINA AVIATION SERVICE, INC., Lancaster, S. C.
CAROLINA FLYING SERVICE, Tarboro Municipal Airport, Tarboro, N. C.; George P. Hatch, prop.; 6 aircraft; AO—U. S., Canada; C-P.
CAROLINA SKYWAYS, Box 265, Charleston, S. C.
CAROLINA SKYWAYS, Box 1303, Wilmington, N. C.
CARPENTER, FRED, 261 Post St., Syracuse, N. Y.
CARRIER FLYING SERVICE, Fairview, Okla.; H. L. Carrier, prop.
CARSON AVIATION SERVICE, Box 933, El Dorado, Ark.; W. L. Carson, pres.; AO—U. S., Canada, Mexico.
CARTER FLYING SERVICE, Box 626, Prescott, Texas.
CARTHAGE AIR SERVICE Myers Field, Carthage, Mo.
CARTHAGE AIR SERVICE, Rt. 3, Box 14A, Carthage, Tex.; James L. Folk, prop.
CARTHAGE FLYING SERVICE, Carthage, Ill.
CARY, GEORGE STONE, 1235 Blvd., West Hartford, Conn.
CASCADE AIRWAYS TRAINING SCHOOL, 193 W. Vase, Lebanon, Ore.; P-I.
CASEY FLYING SERVICE, Casey Airport, Casey, Ill.
CASPARIS FLYING SERVICE, P. O. Box 777, Alpine, Tex.
CASPER AIR SERVICE, Box 476, Casper, Wyo.; Zack Brinkerhoff, Jr., pres.; Bonanza, Bellanca, Silver (5 Bonanzas); AO—U. S.; C-P.
STONE Cary, pres.; Waco ZG-C4; AO—U. S.; C-P.
CASPER FLYING SERVICE, INC., Box 808, Gillette, Wyo.; James T. Fulkerson, pres.; AO—U. S.; Cruiseair, Sedan, Chief, 2 Champsons (Cruiseair); C-P.
CATAWBA AIR SERVICE, Box 655, Rock Hill, S. C.
CATHCART, JOHN W., Box 31, Joseph, Ore.
CATLIN AVIATION CO., Municipal Airport, Box 2566, Oklahoma City.
CATSKILL AIRPORT, INC., Catskill, N. Y.; Lloyd A. Newcomb, pres.; Stinson 165; AO—U. S.; C-P.

CAVALIER AVIATION, INC., 1100 Boundary Ave., Richmond, Va.
CAVANAUGH BAY FLYING SERVICE, 2537 4th Ave., Alton, Pa.
CAVOLI, JOSEPH, Harding Highway, Bama, N. J.
CEDAR LAKE FLYING SERVICE, Box 197, Cedar Lake, Ind.
CEDAR RAPIDS & MARION FLYING SERVICE, R. E. J., Marion, Iowa.
CELESTIAL AIR LINES, Box 81, St. Augustine, Fla.
CENTER AIRPORT, Bloomburg Rd 5, Pa.
CENTERVILLE AIRWAYS, INC., Centerville, Iowa.
CENTRAL AIR SERVICE, 3221 Madison Ave., S. E., Grand Rapids 8, Mich.
CENTRAL AIR SERVICES, Rte. 13, Box 499, Fresno, Calif.
CENTRAL AIRPORT, INC., Box 1364, Yakima, Wash.
CENTRAL AIRCRAFT, INC., Box 408, Grand Island, Neb.
CENTRAL AIRPORT, Rte No. 1, Richmond, Va.
CENTRAL AIRPORT FLYING SERVICE, INC., Central Airport, Carlisle, Pa.
CENTRAL AIRWAYS, INC., Des Moines, Ia.
CENTRAL FLORIDA FLYING SERVICE, Box 1, Taylor Field, Ocala, Fla.
CENTRAL FLYING SERVICE, P. O. 2080, Adams Field, Little Rock, Ark.
CENTRAL FLYING SERVICE, Box 103, Centrella, Ill.
CENTRAL FLYING SERVICE, Lambert Field, Box 53, St. Louis.
CENTRAL MAINE FLYING SERVICE, INC., Box 558, Old Town, Maine; AO—Me, N. H., Vt.
CENTRAL PARK FLYING SERVICE, INC., 5600 Ave. Q, Birmingham, Ala.
CENTRAL STATES AERONAUTICAL SERVICE, INC., 4800 W. 38th St., Indianapolis.
CENTRAL STATES AIRCRAFT, INC., Ogallala, Neb.; Stinson, 3 PA-12s; 5 J3s; AO—U. S.; P.
CHADDERTON AIR SERVICE, Sharon Airport, R. D. 2, Sharon, Pa.
CENTRAL UTAH AVIATION, INC., Box 582, Provo, Utah.
CHAIRTOWN AVIATION CO., Box 386, Gardner, Mass.
CHALK'S FLYING SERVICE, 308 N. E. 57th St., Miami.
CHAMBERLAIN FLYING SERVICE, Rte 3, Chambersburg, Pa.
CHAMP'S FLYING SERVICE, Munic. Airport, El Paso, Tex.
CHAPLIN'S AIRPARK, INC., Plymouth, Wis.
CHARDON AIRWAYS, INC., Rte. #44, Chardon, Ohio.
CHARLOTTE FLYING SERVICE, Munic. Airport, Charlotte, N. C.
CHARLESTON FLYING SCHOOL, Charleston Airport, Charleston, Ill.
CHASTAIN FLYING SERVICE, INC., Box 348, Prichard, Ala.
CHATHAM FLYING SERVICE, Chatham Airport, Chatham, Mass.
CHICKASAW FLYING SERVICE, Box 641, Chickasaw, Okla.
CHILLICOTHE FLYING SERVICE, Box 51, Munic. Airport, Chillicothe, Mo.; Eugene E. Kechenbrenner, pres.; Stinson Reliant; AO—U. S., C-P.
CHINCOTEAGUE SEAPLANE BASE, Chincoteague Island, Va.; C. L. Savage, prop.; Taylorcraft seaplane, Seabee, PT-17, PT-19, 2 Taylorcraft landplanes, 2 J3 seaplanes; AO—mostly local, but not restricted; S-I.
CHIPPEWA FLYING SERVICE, INC., Box 32, Sault Ste. Marie, Mich.
CHRISTIE AIRPORT, New City, N. Y.
CIVIL AIR AVIATION, County Airport, Waynesburg, Pa.
CLARENDON FLYING SERVICE, Box 84, Clarendon, Tex.
CLARK, JOHN W., Box 372, Rapid City, S. D.
CLARK'S FLYING SERVICE, Box 56, Nampa, Ida.
CLEAR RIDGE AVIATION, INC., 7203 & Crown Point Rd., Omaha, Neb.; William A. Fraser, Jr., pres.; Cub Cruiser, 3 Stinsons, 7 trainers (Stinson); AO—Neb., West Iowa; C-P.
CLEAR-VIEW AIRCRAFT INDUSTRIES, P. O. Box 1872, Charlotte, N. C.
CLEARWATER FLYING CO., Box 449, Clearwater, Fla.
CLEMONTON AVIATION, INC., White Horse Pike, Clementon, N. J.
CLEVELAND AIR SERVICE, JOHNE, 322 Downing St., Jackson, Miss.; Johnnie, pres.; 2 Navions (3 Navions); AO—U. S.; C-P.
CLIFTON FORGE AIR SERVICE, Box 529, Clifton Forge, Va.
CLINCH FLYING SERVICE, North Platte, Neb.; Bellanca, Cessna 40, 2 Cessna 120s, 4 Taylorcraft (Cessna 170); AO—U. S.; C-P.
CLINCH VALLEY AIRWAYS, Inc., Chesland, Va.
CLINTON AVIATION CO., Hangar 1, Stapleton Airfield, Denver.
CLINTON FLYING SERVICE, 311 W. Crawford St., Paris, Ill.
CLOTHIER FLYING SERVICE, Florence, Kan.; Norman A. Clothier, pres.; Super Cruiser; AO—U. S.; C-P.
CLOVIS AIRPORT, P. O. Box 896, Clovis, N. Mex.; W. L. Goedeke and Arthur P. Jentzen, Props.
CLUGSTON, HARRY L., Macomb Airport, Macomb, Ill.
COAST AIR TRANSPORT, INC., Box 312, Middletown, N. J.
COAST PACIFIC AIR SERVICE, INC., Box 151, Bellingham, Wash.
COASTAL AIR SERVICE, INC., Morgan City, La.
COASTAL AVIATION, INC., Box 140, Elizabeth City, N. C.
COASTAL AIR, INC., Virginia Beach Airport, Rte 1, Box 64A, Lynnhaven, Va.
COASTWAY SCHOOL OF AERONAUTICS, Tillamook, Ore.; P.I.
COCHRAN, JR., FRANKLIN MILLER, Box 273, Davidson, N. C.
COCKETT AIRLINES, 1517 Leifard St., Honolulu; C-P.
CODY FLYING AERO SERVICE, Box 165, Seapoose, Ore.; also Box 53, Astoria, Ore.; L. D. Cody & C. W. Wiecking, props.; Aerona Chief, 2 PT-26s, 2 Stinsons, 3 Cessnas (Stinson); AO—Pacific Northwest; C-P.
COE & SON AVIATION CORP., Tarkio, Mo.
COFFEYVILLE AIRWAYS CO., Box 274, Coffeyville, Kan.; John H. Lightstone, pres.; Super Cruiser, 2 Stinsons, 2 Cessna 140s; AO—600 miles from base; C-P.
COFFEY FLYING SERVICE, HARRY, Eatherville, Ia.; Harry E. Coffey, pres.; Fairchild 24, Bellanca, Cessna 140 (Bonanza); AO—Unlimited; C-P.
COFIN AIR SERVICE, W. H., Whiteman Air Park, 12930 Pierce St., Palmdale, Calif.
COINER POPE FLYING SERVICE, Waynesboro Airport, Waynesboro, Va.
COLEY CHARTER SERVICE, Apt. #21, Plaza Apts., Lubbock, Tex.
COLEMI, FLYING SERVICE, Cornelia Flat Airport, Nashville 6, Tenn., Granville M. Miller and Ernest W. Colbert, Props.
COLLEGE AIRPORT, Portales, N. M.
COLONIAL AIR SERVICE, Box 341, Sanualito, Calif.
COLONIAL FLYING SERVICE, Colonial Airport, Mt. Airy, N. C.
COLORADO AIR SCHOOLS, INC., P. O. Box 1423, Pueblo, Colo.
COLORADO AIRCRAFT SALES & SERVICE, P. O. Box 60, Alamosa, Colo.

COLUMBIA AIRCRAFT SERVICES, Bloomsburg Municipal Airport, Bloomsburg, Pa.
COLUMBIA FLYING SERVICE, Municipal Airport, Columbia, Mo.: E. W. Woods, Prop.; P.
COLUMBUS AIRWAYS, INC., P.O. Box 1478, Columbus, Ga.
COLUMBUS FLYING SERVICE, Columbus, Mass.
COMBS FLYING SERVICE, W. T., P.O. Box 550, Bristol, Va.
COMMUNITY AVIATION CORPORATION, Box 426, Morganton, N. C.
CONCORD SCHOOL OF AVIATION, Sherman Field, Concord, Calif.
CONEJO VALLEY AIRPORT, P. O. Box 380, Thousand Oaks, Cal.
CONN-ARI, INC., Danbury Airport, Danbury, Conn.; Richard E. Conry, pres.; Cessna, Beechcraft; AO—East U. S.; C-P.
CONNECTICUT CENTRAL AIRWAYS, INC., RFD #2, Terryville, Conn.
CONNECTICUT VALLEY AIRWAYS, INC., Box 418, W. Lebanon, N. H.; J. Piper; AO—U. S. Canada.
CONNET-SANDERS AIR SERVICE, HAROLD, Abilene, Kansas: Howard DGA, Piper, Sprayer, 2 Cessna 120; C-P.
CONNOR'S MOBILE AIR SERVICE, JALH, Box 406, Spring Hill, Alabama.
CONSOLIDATED AIRCRAFT REPAIR, INC., Smith Field, Fort Wayne, Ind.
CONSOLIDATED AIR LINES, INC., 8201 Airport Way, Boeing Field, Seattle 8, Wash.; C-46 (C-46); AO—U. S., Alaska, Canada, Mexico.
CONSOLIDATED SCHOOL OF AVIATION, INC., Cape Girardeau, Mo.; William Smith, prop.; Stinson V-77, Cub Cruiser, Luscombe; AO—U. S.; C-P.
CONTINENTAL AVIATION CO., INC., 218 Adm. Bldg., Holman Field, St. Paul, Minn.
CONTINENTAL DIVIDE AVIATION CO., Box 851, Rawlins, Wyo.
CONWAY VALLEY AIRPORT, Box 276, Conway, N. H.
COOK'S AERO SERVICE, Box 41, Alcoa, Tenn.
COOLIDGE FLYING SERVICE, Box 1208, Coolidge, Ariz.; Russell White & Leonard Smith, prop.; Stinson Station Wagon (Stinson); AO—U. S.; C-P.
COOPER & BOSWORTH AIR SERVICE, Beach Airport, Charlotte, Mich.
CORMORANT SEAPLANE CHARTERS, INC., 406 S.W. 7th Ave., Ft. Lauderdale, Fla.
CORSAIR FLYING SERVICE, INC., Box 315, Kalamazoo, Mich.
CORSICANA SCHOOL OF AERONAUTICS, Box 1133, Corsicana, Tex.; P-I.
CORTEZ FLYING SERVICE, Cortez, Colo.
CORTLAND AIRWAYS, Municipal Airport, Cortland, N. Y.
COUNCIL BLUFFS FLYING SERVICE, Munic. Airport, Council Bluffs, Iowa.
COUNTRY CLUB FLYING SERVICE, INC., Deer Park Airport, Deer Park, N. Y.; 2 Bonanzas; AO—U. S.
COUNTY AIRPORT CORP., Westchester Cy. Airport, White Plains, N. Y.
COUSINS AIR, INC., 2575 Richmond Ave., Staten Island, N. Y.
CRANSTON AIR SERVICE, San Francisco Airport, So. San Francisco, Calif.
CRAWFORD, EVERT TERRY, Box 267, Necedah, Wis.
CREGAN, THOMAS H., R. D., New Valtia, N. Y.
CRESCENT CITY AIRWAYS, New Orleans Airport, New Orleans; James B. Levers, prop.; Stinson AT-17, Stearman PT-17, Taylorcraft, Cub seaplane, 4 Cubs; AO—U. S.; C-P.
CRESCENT CITY AVIATION, Dressa Memorial Airport, Evansville, Ind.; W. B. Dorr, prop.; 2 Bonanzas; AO—U. S.
CRETE FLYING SERVICE, Muncie Airport, Crete, Neb.
CRIBBETT FLYING SERVICE, Wahoo, Neb.
CROSBYTON FLYING SERVICE, INC., Crosbyton, Tex.
CROSS, DWIGHT SHAW, Huntersville, N. C.
CUB AVIATION SERVICE, INC., Box 690, Jackson, Mich.
CUMBERLAND FLYING SERVICE, RFD #1, Fortmouth, Va.
CUMMINS FLYING SERVICE, Star Rte., Camdenton, Mo.
CURRY FLYING SERVICE, 882 Palm St., Abilene, Tex. AO—3,000 miles; C-P-I.
CUSHING FLYING SERVICE, Municipal Airport, Cushing, Okla.; John C. Kenworthy, Prop.
CUTLER-CARR FLYING SERVICE, P.O. Box 274, Albuquerque, N. M.
CUTTRELLE FLYING SCHOOL, 1765 N. W. 77th St., Miami, Fla.
CUYUNA RANGE FLYING SERVICE, INC., County Airport, Brainerd, Minn.
CYR, AUBREY ALLEN, 2 Park St., Van Buren, Me.

D

D. & D. FLYING SERVICE, Box 227, Clinton, Okla.
D G FLYING SERVICE, RFD #3, Elwood Airport, Elwood, Ind.
DABNEY, VIRGINIUS, 6619 Robin Rd., Dallas, Tex.
DAKOTA AVIATION CO., W. W. Howes Munic. Airport, Huron, S. D.; Cessna, Bonanza, 2 Aeronaics; AO—N. D., S. D., Minn., Neb. Wyo., Ia., Mont.
DAKOTA SKYWAYS, Box 1676, Fargo, N. D.; Vernon L. Scott, pres.
DALTON FLYING SERVICE, P. O. Box 247, Williams, Calif.
DANBURY SCHOOL OF AERONAUTICS, INC., Box 2008, Danbury, Conn.
DANIELS, LEWIS D., 3728 E. 29th Ave., Spokane, Wash.
DANVILLE AVIATION SCHOOL, INC., P. O. Box 457, Municipal Airport, Danville, Va.
DANVILLE FLYING SERVICE, Danville Airport, Danville, Va.; Kenneth B. Burrows, pres.; PA-12 (4-place plane, unspecified); AO—U. S.; C-P.
DANVILLE FLYING SERVICE, INC., Box 1914, Danville, Va.
DARLINGTON, WILLIAM ARTHUR, Anderson Airport, Anderson, Ind.
ROBERT E. DAVAU, 509 E. Tulare St., Arenal, Cal.
DAVIDSON AIR SERVICE, Versailles, S. D.
DAVIES FLYING SERVICE, INC., Bowman Field, Louisville, Ky.
DAVIS BROS. FLYING SERVICE, Mt. Pocono Airport, Mt. Pocono, Pa.; AO—N. Y., N. J., Penn.
DAVIS FIELD FLYING SCHOOL, Bayport, N. Y.
DAVIS FLYING SCHOOL, 509 W. French Pl., San Antonio, Tex.; F. C. Davis, mgr.; P-I.
DAVIS FLYING SERVICE, Lake Village, Ind.
DAVIS FLYING SERVICE, Laytonville, Md.
DAVIS SCHOOL OF FLYING, Box 345, Ridgecrest, Calif.; Robert C. Davis, prop.
DAVIS, ROE F., Box 346, Burns, Ore.

SCHEDULED AIRLINES OF THE U. S.

(Continued from Page 21)

REEVE ALEUTIAN AIRWAYS, 420 D St., Anchorage, Alaska; Robert C. Reeve, gen. mgr.; 3 DC-3s, 2 S-48s, 2 Fairchild, Goose, Piper; AO—N. Y., N. J., Pa., Fla., Mich., Ill.
RESORT AIRLINES, Box 242, International Airport Branch, Miami, Fla.; R. P. Weesner, pres.; R. A. Miller, vice pres.; 15 CW-20s; ADO—N. Y., N. J., Pa., Fla., Mich., Ill.
RIDDLE AVIATION, Box 4632, Coral Gables, Fla.; John Paul Riddle, pres.; 4 C-46s; N. Y., N. J., Pa., Puerto Rico; CD.
SLICK AIRWAYS, 3900 N. Claybourne Ave., Burbank, Calif.; Thomas L. Grace, pres.; M. G. Wilkin, gen. sales mgr.; 22 C-46s, 2 DC-6As, Lodestar (3 DC-6As); AO—Calif., Ariz., Tex., Mo., Ohio, Ill., Ind., Ky., Pa., Md., Mass., Conn., N. Y., N. J., B. I. Wash., D. C., Va., Del., Me.; C.
SOUTHERN AIRWAYS, Municipal Airport, Birmingham, Alabama; Frank W. Hulise, pres.; H. W. Davis, vice pres. operations; 10 DC-3s; ADO—Ala., Ga., N. C., S. C., La., Tenn., Miss., Fla.; P.
SOUTHWEST AIRWAYS, San Francisco Airport, South San Francisco, Calif.; John H. Connelly, pres.; R. Costello, gen. trf. mgr.; 10 DC-3s; ADO—Calif., Ore., CC-CD-P.
TRANS-PACIFIC AIRLINES, King St., Honolulu, T. H.; R. F. Tongue, pres.; R. H. King, gen. trf. mgr.; 5 DC-3s; ADO—Hawaii; C-P.
TRANS-TEXAS AIRWAYS, Municipal Airport, Houston, Tex.; R. E. McKaughan, pres.; J. L. Herring, cargo mgr.; 10 DC-3s; ADO—Texas; CD-P.
TRANS WORLD AIRLINES, 630 Fifth Ave., N. Y.; Ralph S. Damon, pres.; S. E. Russ, dir. of cargo sales; 68 Constellation, 12 DC-3s, 12 DC-6s, 12 Martin 404s, (10 Super Constellations, 10 Martin 404s; ADO—Mass., N. Y., N. J., Wash., D. C., Md., Del., Pa., W. Va., Ohio, Ind., Ill., Kan., Tex., N. M., Ky., Mo., Ariz., Nev., Calif.; AIO—Newfoundland, Azores, England, Eire, France, Switzerland, Portugal, Spain, Italy, Greece, Algeria, Tunisia, Iraq, Egypt, Israel, Saudi Arabia, India, Germany; CC-CD-CI-P.
U. S. AIRLINES, Broward County Airport, Ft. Lauderdale, Fla.; Fred A. Miller, pres.; 6 C-46s; ADO—Fla., Ala., La., Miss., Ohio, Ill., Mich., Wis., Ind., Minn., N. Y., N. J., Pa., Md., Conn., R. I. Wash., D. C., Del., Va.; C.
UNITED AIR LINES, 6959 S. Cicero Ave., Chicago, Ill.; W. A. Patterson, pres.; E. L. Darr, mgr. cargo sales; W. D. Dilworth, trf. mgr.; 55 DC-3s, 25 DC-6s, 15 DC-6As, 15 DC-6Bs, 6 Stratocruisers (50 Convair, 35 DC-7s); ADO—Mass., R. I., Conn., N. Y., N. J., Md., Pa., Ohio, Mich., Ind., Ill., Wis., Ia., Neb., Colo., Wyo., Utah, Ida., Wash., Ore., Calif., Nev., Wash., D. C., Hawaii; AIO—Canada; CC-CD-CI-P.
URABA, MEDELLIN & CENTRAL AIRWAYS, 125 E. 42nd St., New York, N. Y.; E. Balludor, pres.
WEST COAST AIRLINES, Boeing Field, Seattle, Wash.; Nick Box, pres.; H. A. Munter, exec. vice pres.; 11 DC-3s; ADO—Ida., Wash., Ore.; CD-P.
WESTERN AIR LINES, 6060 Avion Drive, Los Angeles, Calif.; Terrell C. Drinkwater, pres.; M. E. Sullivan, dir. of trf.; 10 DC-3s, 6 DC-4s, 10 Convair Liners; ADO—Ariz., Calif., Colo., Ida., Minn., Mont., Neb., Nev., Ore., S. D., Utah, Wash., Wyo.; AIO—Canada; CC-CD-CI-P.
WIEN ALASKA AIRLINES, Box 649, Fairbanks, Alaska; Sigurd Wien, pres.; 3 DC-3s, 2 C-46s, 17 light planes; C-P.
WIGGINS AIRWAYS, E. W. Norwood, Mass.; Joseph Garisde, pres.; 6 Cessnas; ADO—Mass., R. I., Conn., N. H.; P-CD.
WISCONSIN CENTRAL AIRLINES, Munic. Airport, Madison, Wis.; Francis M. McGinnis, pres.; 10 DC-3s; ADO—Wis., Ill., Mich., Minn., N. D.; CD-P.

DAYTONA BEACH FLYING SERVICE, Box 3701, Municipal Airport, Daytona Beach, Fla.
DEATON FLYING SERVICE, HASKELL A., Plaza Airport, Charlotte, N. C.; Haskell A. Deaton, prop.; Luscombe, PA-11, 2 PA-12 Cruisers; AO—U. S.; C-P.
DE AUTREMENT, VERNE, 1139 Chemeketa St., Salem, Ore.
DECKER FLYING SERVICE, Box 116, Dunnell, N. J.
DEFIAIR, INC., Bryan-Defiance Memorial Airport, Defiance, O.; A. G. Schilperoot, pres.; 3 small landplanes, small seaplane; AO—O., Mich. Ind.; C-P.
DELMARVA FLYING SERVICE, Delmarva Airport, Salisbury, Md.
DELMONTE AVIATION CO., Monterey Airport, Monterey, Calif.; AO—Western U. S.
DEL RIO FLYING SERVICE, Box 523, Del Rio, Tex.
DELTA AIR SERVICE, Starr Nelson Airport, Delta, Colo.
DEMING AIR PARK, Box 110, Deming, N. M.; Frank M. Huntzler, prop.
DENIEN, RALPH R., Boas-Denies Airport, Salem, Ind.; Ralph R. Denien, prop.; 2 Cubs; AO—U. S.; C-P.
DENTON AVIATION CO., P. O. Box 753, Denton, Tex.; Jack Grey, pres.; PA-12, Stinson 108; AO—U. S., Canada, Mexico; C-P.
DERVEND FLYING SCHOOL, INC., Matamoros, Pa.
DES MOINES FLYING SERVICE, Box 174, Municipal Airport, Des Moines, Ia.; 6 Piper, Cessna, Stinson, Beechcraft; AO—Ia., Neb.
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DEVENER, RAYMOND F., Broadway, Hanover, Pa.
DEVILS LAKE FLYING INDUSTRIES, Box 158, Oceanlake, Ore.
DE WITTE FLYING SERVICE, Prophetstown Airport, Prophetstown, Ill.
DICKERHOOF FLYING SERVICE, Municipal Airport, Chasuta, Kan.
DICKERBRADER, R. E., 5391 Eastern Ave., Cincinnati.
DIXIE AIR ASSOCIATES, INC., Box 3885, Municipal Airport, Memphis, Tenn.; Del C. Miller, vice pres.; 3 Cessna 140s; Cessna 170 (Cessna 170B); AO—U. S.; C-P.
DIXIE AIR, INC., Van De Graaf Field, Tuscaloosa, Ala.
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DIXIE AIRWAYS, Box 1134, Williamsburg, Va.; David Charles Weiss.
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—U. S.; C-P.

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DOCKERY, J. O., Air Service, P. O. Box 317, Stuttgart,
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DODGE CITY AIR SERVICE, INC., Box 190, Dodge City, Kan.

DONALDSON COMPANY, Inc., Plinywood, Mont.

DONNER AIR SERVICE, 459 1st Natl. Bank Bldg., Colorado Springs,
Colo.

DOTSON BROS., Coeburn Airport, Coeburn, Va.

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DRAPALA FLYING SERVICE, Walker Field, Grand Junction, Colo.

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DUNLAWY, M. FLORENCE, Box 395, Sidney, Neb.

DUPEN FLYING SERVICE, Muncie Airport, Sacramento, Calif.

DYERSBURG FLYING SERVICE, Box 381, Dyersburg, Tenn.

E

EAGLE AIR SERVICE, Box 137, Little Rock, Ark.

EAGLE FLYING SERVICE, INC., Box 101, Eagle Grove, Iowa.

EAGLE TAIL, INC., Box 147, Raton, N. M.

EAST COAST AVIATION CORP., Box 329, Lexington 73, Mass.

EAST HAMPTON AIRPORT, Box 1499, East Hampton, N. Y.

EAST MESA AIR PARK, Box 768, Albuquerque, N. M.

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EASTERN CAROLINA FLYING SERVICE SCHOOL, Box 123,
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EASTERN SHORE AIR SERVICE, Parkley, Va.

EASTERN SHORE FLYING SERVICE, Kellam Field, Weirwood, Va.;
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EDGINGTON AIR SERVICE, Muncie Airport, Concordia, Kan.

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EL-AERO SERVICES, Box 890, Elko, Nev.

EL RENO AVIATION, INC., Box 770, El Reno, Okla.

ELDON FLYING SERVICE, Eldon Airport, Eldon, Mo.

ELKHORN AIR SERVICE, P. O. Box 147, Elkhorn, Wis.

ELKTON AIRPORT, Elkton, Va.

ELLENBURG FLYING SERVICE, Box 386, Ellensburg, Wash.

ELLINWOOD FLYING SERVICE, Muncie Airport, Ellin-
wood, Kan.; Crist Chiffoa, prop.

ELLIOTT FLYING SERVICE, Municipal Airport, Box 418, Davenport,
Ia.; AO—U. S.; Bonanza, Clippers, Stinson; C-P.

ELLIOTT, HENRY E., 811 Maple St., Cleveland, Miss.

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Stinson, Waco, Cessna; AO—U. S.; C-P.

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ENGELS AIRCRAFT, Box 683, Minot, N. D.

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ENGLUND'S FLYING SERVICE, Bates Field, Mobile, Ala.

ENNIS FLYING CLUB City Airport, Ennis, Tex.

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Aconca 740s (Stinson 145); AO—Unrestricted; C-P.

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Chula Vista, Calif.

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Cub, Taylorcraft; C-P.

EUGENE FLYING SERVICE, Box 229, Eugene, Ore.; Joseph Harrell,
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EXECUTIVE AIRLINES, INC., 614 Chester-Ninth Bldg., Cleveland.

EXECUTIVE AIRWAYS, Airport Station, Wichita, Kan.

EXECUTIVE AVIATION, INC., Muncie Airport, Hayward, Calif.

F

F & S FLYING SERVICE, Burlington, Colo.

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FAIRFOREST AIRPORT, INC., Box 709, Spartanburg, S. C.

FAIRMONT FLYING SERVICE, 428 Adams St., Fairmont, W. Va.

FALCON AIRWAYS, Box 180, Reidsville, N. C.

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FALER FLYING SERVICE, BOB, Municipal Airport, Independence,
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FALLS FLYING SERVICE, Thief River Falls, Minn.; L. A. Thie,
pres.; Cub, Taylorcraft, 2 Voyagers; AO—N. Minn.; C-P.

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tua, N. J.; George Fanslau, Prop.

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FARMINGTON AVIATION CORP., Box 269, Farmington, Mo.

FASH FLYING SERVICE, Rosnoke, Ill.

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FAULTON FLYING SERVICE, Faulton, S. D.

FALKNER AIRWAYS, Inc., Box 36, Faria, Tex.

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FINLEY'S FLYING SERVICE, Box 363, Joplin, Mo.

FITZGERALD AIR SERVICE, INC., Box 390, Mendota, Ill.; AO—
U. S.

FLAG-AIR, INC., P. O. Box 1218, Flagstaff, Ariz.; Carl H. Cutler,
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FLEMING FLYING SERVICE, 817 8th St., Bureka, Calif.

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FLINT FLYING SERVICE, Bishop Airport, Flint 7, Mich.

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FLORIDA AVIATION COLLEGE, Box 1621, Tampa Int'l Airport,
Tampa; P-I.

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FLYING L RANCH, Bandera Airport, Bandera, Tex.; J. H. Lapham,
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FORKED RIVER AIRPORT, Forked River, N. J.

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FORT COLLINS FLYING SERVICE, INC., Box 180, Fort Collins,
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FORT SMITH FLYING SERVICE, Box 1056, Fort Smith, Ark.

FORT SUMMER FLYING SERVICE, Box 561, Fort Summer, N. W.

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W. Ia.; C-P.

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FOUR LAKES AVIATION CORP., Rt. 4, Madison, Wis.

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G

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GARDEN CITY AVIATION SALES & SERVICE, Garden City, Kan.; Lowell Brakes & R. Deines, props.; Navion, Super Cruiser, Ercoupe 415C (Navion); AO—U. S. C-P.
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GENERAL AIRCRAFT SERVICE CO., Box 235, Gooding, Ida.
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GILLETTE AIR PARK, Gillette, Wyo.
GILLS FLYING SERVICE, Box 1718, Billings, Mont.
GILMER FLYING SERVICE, Box 277, Gainesville, Ga.
GILMORE, HUGH, P. O. Box 623, Pensacola, Fla.; Hugh Gilmore, prop.; Voyager; AO—U. S.; C-P.
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GRAHAM AVIATION SERVICE, Box 156, Graham, Tex.; John A. Shaffer, prop.
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GRASS VALLEY FLYING SERVICE, P. O. Box 1109, Grass Valley, Cal.

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(Continued from Page 50)

SEVERN ENTERPRISES LTD., 444 Confederation Life Bldg., Toronto, Canada; AO—NW Ontario.
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SKYWAYS LIMITED, 7 Berkeley St., London, Eng.; D. Brown, chmn.; 14 Rapides, DH86, 3 Austers, Tiger Moth, 6 Conquls, 24 Yorks, 15 Proctors, 2 Aerovans, 4 Halifax; AO—World-Wide; C-P.
SOBELAIR, 137 Rue Royale, Brussels, Belgium; G. Claeys, pres.; 5 DC-3s (DC-4); AO—Europe, Asia, Africa; C-P.
SOCIETADE ACOREANA DE TRANSPORTES AEREOS, Rua dos Mercadores, Sao Miguel, Azores; 2 DE-104s; AO—Azores; C-P.
SOCIEDAD AEREA DEL TOLIMA, S. A., Calle 10 No. 12-16, Bogota, Colombia; 2 C-46s (C-45); AO—Colombia; C-P.
SOCIETADE COLOMBIANA DE TRANSPORTES AEREOS, Avenida Jimenez 11-33, Bogota, Colombia.
SOCIETADE ANONIMA VIACAPO AEREA GAUCHA, Rio Grande, Brazil; DC-3s; AO—Brazil; C-P.
SOCIETA ITALIANA SERVIZI AEREI, Piasa San Antonio 1, Trieste; AO—Europe, Near East; C-P.
SOCIETA TRASPADRIATICA DI NAVIGAZIONE AEREA, Via Enrico Dandolo 37, Venice, Italy; AO—Italy, Germany, Hungary; C-P.
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SOCIETE AERONAUTIQUE ET COMMERCIALE AIR NOLIS (See Air Nolis).
SOCIETE INDOCHINOISE DE TRANSPORTS AERIENS, 5 Quai le Moyne, Hanoi, Sinoch. Indochina.
SOCIETE TUNISIENNE DE L'AIR (See Tunis Air).
SOCIETATEA DE TRANSPORTURI AERIENE ROMANO-SOVIETICA (See TARS-Roumanian Air Lines).
SOCIETE AERONAUTIQUE BELGE D'EXPLOITATION DE LA NAVIGATION AERIENNE (See SABENA Belgian Airlines).
SOCIETE LUXEMBOURGEOISE DE NAVIGATION AERIENNE, 13 Ave. de l'Arsenal, Luxembourg.
SOCIETE DES TRANSPORTS AERIENS DE LA REGION OUEST, 232 Ave. de Paris, Niort, France; AO—France.
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TRANS-ASIATIC AIRLINES, 303 Charoen Krung Rd., Bangkok; DC-3s, Catalina (3 DC-3s); AO—Bangkok, Hong Kong; C-P.
TRANS-AUSTRALIA AIRLINES, 339 Swanton St., Melbourne, Victoria, Australia; Lester J. Brain, gen. mgr.; 24 DC-3s, 3 DC-4s, 5 Convair Liners, 5 De Havilland Drovers; AO—Australia; C-P.

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TRANSADRIATICA—See Società Transadriatica di Naviga-
zione Aerea.

TRANSPORTES AEROSOS CENTRO AMERICANOS, S. A.,
Tegucigalpa, Honduras; J. A. Rodriguez, pres.; 6 C-47s,
Lockheed 14; R. Honduras.

TRANSPORTES AEROSOS DE JALISCO, S. A. Ocampo 70,
Guadalajara, Jal. Mexico; Carlos Davalos Guzman, dir.;
2 C-47s, DC-3, DC-24; AO—450 miles; C-P.

TRANSPORTES AEROSOS MEXICANOS, S. A., Calle 63, No.
2495, Merida, Yucatan, Mexico; A. F. G. Canton, pres.;
4 Ansons, 5 Spartan 2Hs, 9 Bellanca, Travelair, Ford; AO—
Mex., Br. Hond.; C-P.

TRANSPORTES AEROSOS MILITARES, Lima, Peru; Gen.
Ismael Marina, Chief of Staff; 2 DC-3s, 5 Fausett-Stinsons,
2 PBV-8As (5 DH-89As); AO—Peru; C-P.

TRANSPORTES AEROSOS NACIONALES, Calles 2/4 Avenida
2, San Jose, Costa Rica; AO—Costa Rica; C-P.

TRANSPORTES AEROSOS PERUANOS, Lima, Peru; J. Pardo
Heeren, pres.; 3 Norseman, 2 Cessnas; AO—Peru.

TRANSPORTES AEROSOS PORTUGUESES, Rua Braamcamp,
2, Lisbon, Portugal; Col. Carlos M. Magalhães, dir.; 6 DC-3s,
3 DC-4s, Beechcraft; AO—Europe, Africa; C-P.

TRANSPORTES AEROSOS TAMPICO S. DE R. L., Fray Andres
de Olmos y Altamira, Tampico, Tamaulipas, Mexico; F. G.
de Lara, pres.; 3 DC-3s, 2 Ansons, 1 Cessna; AO—600 miles;
C-P.

TRANSPORTURI AERENE ROMANA SOVIETICA—See TAR-
Roumanian Air Lines.

TUNIS AIR, Rue d'Athenes, Tunis, Tunisia; 4 DC-3s, Bloch
161; AO—Tunisia, Algeria, France, Italy; C-P.

TURKISH STATE AIRLINES, Devlet Hava Yollari, Ankara,
Turkey; Osman Nuri Baykal, mng. dir.; 30 DC-47s, 6 Domi-
nion, 3 DC-3s, AO—Middle East; C-P.

UNION OF BURMA AIRWAYS, Corporation Bldgs., Rangoon,
Burma; U. San Thein, B. A.; 3 Doves, 7 C-47s; AO—Burma,
Thailand; C-P.

VARIIG—See S. A. Empresa de Vuelos Aerea Rio Grandense.

VIACAO AEREA SANTOS DUMONT, S. A. Ave. Franklin
Roosevelt 137, Rio de Janeiro, Brazil; AO—Brazil.

VIACAO AEREA SAO PAULO, S. A., Rua Libero Radard, 89,
Sao Paulo, Brazil; P. Rubiao Alves Meira, pres.; 16 DC-3s, 6
Scandias; AO—Brazil; C-P.

WEST AFRICAN AIRWAYS CORP., Airways House, Lagos,
Nigeria; AO—W. Afr.; C-P.

WEST COAST AIR SERVICES, LTD., Spoke Airport, Liver-
pool, England; W. E. Eire; C-P.

WOODS AIRWAYS PTY. LTD., Box K783, G.P.O., Perth,
Australia; 2 Avro Ansons.

U. S. IRREGULAR CARRIERS

(Continued from preceding page)

GRAVES FLYING SERVICE, Henry Co. Airport, Paris, Tenn.
GRAY CO., INC., J. E. Box 7333, Dallas, Tex.; 3 Beechcraft, 4
Bonanzas (5 Bertrats); AO—N. Tex.

GRAY FLYING SERVICE, Box 1147, White Sulphur Springs, W. Va.;
Charles O. Tate, Jr., pres.; 2 Cessna 170s, 2 Cruisers, 2 Pipers,
2 Howards; AO—Eastern U. S.; C-P.

GREEN FLYING SERVICE, Rte 4, Box 572B, Eugene, Ore.
GREEN MOUNTAIN AIRWAYS, INC., Middlebury Airport, Middle-
bury, Vt.; AO—N. Eng., N. Y., Penn.

GREENBRIER AIRPORT, Box 1447, White Sulphur Springs, W. Va.;
Charles O. Tate, Jr., pres.; 2 Cessna 170s, 2 Cruisers, 2 Pipers,
2 Howards; AO—Eastern U. S.; C-P.

GREENFIELD AIRPORT, INC., Box 240, Greenfield, Ind.
GREENSBURG AVIATION CO., Box 43, Greensburg, Pa.

GREENWICH AIR SERVICE, Greenwich, N. J.; Alan B. Licalzi, prop.
GREENWOOD LAKE FLYING SCHOOL, Box 146, Greenwood Lake,
N. Y.

GREENWOOD AVIATION CO., Box 379, Greenwood, Miss.
GREER FLYING SERVICE, J. D., Box 389, Falmouth, Miss.

GRENADA AIR SERVICE, Box 828, Grenada, Miss.
GREYBULL FLYING SERVICE, Box 689, Greybull, Wyo.

GREYLOCK FLYING SERVICE, Box 689, Greybull, Wyo.
John A. Heaton, pres.; Stinson 165; AO—150 miles from base; C-P.

GRIFFIN AIRWAYS, Howey-in-the-Hills, Fla.; W. F. Schanz, mgr.;
DHS, PA-11; AO—U. S.; C-P-A-L.

GRIFFING FLYING SERVICE, Sandusky Airport, Sandusky, O.
GRIM FLYING SERVICE, INC., R.F.D. 4, Staunton, Va.

GRIMES FLYING SERVICE, Grimes Field, Urbana, Ohio.
GRIMES FLYING SERVICE, WALTER, Bethel RD 1, Berks County,
Pa.; Walter H. Grimes, prop.; Stinson 165, Cruiser, T-58, DC-3; AO—
U. S.; C-P.

GROS, LEO JOSEPH, Girard Airport, Lafayette, La.
GROTON FLYING SERVICE, INC., Box 217, Groton, Conn.

GROVES FLYING SERVICE, Box 1022, Comas, Wash.
GRUPE, LUCIANO GEORGE, 225 S. David St., San Angelo, Tex.

GUINVEY FLYING SERVICE, Coatesville Airport, Coatesville, Pa.;
R. Paul Guinvey, prop.

GULF AIRMOTIVE, Box 597, Bradenton, Fla.
GULF AIRWAYS, INC., P. O. Box 1126, Ft. Myers, Fla.

GULF COAST FLYING SERVICE, Box 1361, Kingsville, Tex.
GULF COAST FLYING SERVICE, Route 6, Box 368, Houston,
Texas

GULFPORT AIR SERVICE, P. O. Box 419, Gulfport, Miss.
GUNNELS TRACTOR CO., INC., Colby, Kan.

H & H AIRWAYS, Boire Field, Nashua, N. H.; John A. Rapais & Ken-
neth C. Howe, pres.; Stinson 108, Taylorcraft; AO—U. S., Canada;
H & H FLYING SERVICE, INC., Box 742, Redding, Calif.; D. W.
Hinds, pres.; AO—Redding area; C-P-I.

HAGER FLYING SERVICE, 7700 N. Broadway, St. Louis.
HAILE-BYBEE FLYING SERVICE, Box 488, Del Rio, Tex.

HAILE FLYING SERVICE, Haile Airport, Austin, Tex.
HAIR FLYING SERVICE, Harding Field, Baton Rouge, La.; J. D. Hair,
prop.; Stinson 165, Cruiser, Cessna 140; AO—Not restricted; C-P.

HAIR MARION P., 1916 Avenue B, San Antonio, Tex.
HALGRIMSON, JOHN, Fresno Cafe, Fresno, S. D.

HALIFAX AVIATION ENTERPRISES, Box 127, Halifax, Va.; J. L.
"aver & N. C. Koch, props.

HALL, ARCH W., 1037 N. Main, Sheridan, Wyo.
HALL FLYING SERVICE, P. O. Box 100, Pasa, Tex.; Fred H.
Hall, Jr., pres.; Cessna 140 (Cessna 170); AO—U. S.; C-P.

HALLADAY SCHOOL OF FLYING & AIR TRANSPORT, Box 6,
Joseph, Ore.

HALLS FLYING SERVICE, Clarksville, Ark.; Claud F. Hall, pres.;
Cessna 140, 2 Champsons (Cessna 170); AO—U. S.; P.

HALSMER FLYING SERVICE, Halmer Airport, Lafayette, Ind.;
Francis P. Halmer, pres.; Cub, 2 UC-78s, 2 BT-13s; AO—U. S.
Europe; C-P.

HAM AVIATION SERVICE, Palaski, Va.
HAMLEN FLYING SERVICE, Box 53, E. Stroudsburg, Pa.; Harold
T. Hamlen, prop.

HAMBURG AIRPARK, INC., Box 158, Hamburg, N. Y.
HAMBURG FLYING SERVICE, Hamburg, Ark.

HAMILTON AIRPORT FLYING SCHOOL, R. R. 8, Hamilton,
Ohio.

HAMILTON FLYING SERVICE, Hamilton, Mont.; Robert C. John-
ston & Harry O'Brien, props.; Cruiser, Fairchild, Cessna 140, 3 Cubs
(Norseman); AO—W. Mont.; C-P.

HAMILTON FLYING SERVICE, Cecil, Box 1187, Big Springs, Tex.;
Cecil Hamilton, prop.; Monocoupe; AO—300 miles from base; P.

HAMPTON AERO SERVICE, INC., Bowman Field, Louisville;
HAMPTON AIRPORT CO., INC., Hampton, N. H.

HANCE FLYING SERVICE, Hance Airport, Wyandotte, Mich.
HANDLY SCHOOL OF AVIATION, R. D. 1, Conneaut Lake, Pa. C.

HANGER SIX, INC., Flying L. Ranch, Bandera, Tex.; J. D. Lapham,
pres.; DHS, Cruiser, Stinson 165, Cessna 140; AO—Tex.; P.

HANSEN FLYING SERVICE, Box 466, Torrington, Wyo.
HARRISON AIR SERVICE, 749 Alvarado Rd., Berkeley, Calif.

HARBOR BEACH FLYING SERVICE, Harbor Beach Airport, Harbor
Beach, Mich.

HARBORRAISE SEAPLANE BASE, Canadara, N. Y.
HARDING FIELD FLYING SCHOOL, INC., Harding Field,
Baton Rouge, La.

HARDWICK AIRWAYS, Box 765, Joplin, Mo.; G. R. Hardwick, Jr.,
prop.

HARDY, MALCOLM L., Box 408, Waynesboro, Pa.
HARLAN FLYING SERVICE, Box 445, Harlan, Ky.

HARLAN FLYING SERVICE, Box 327, Harlan, Iowa.
HARMAN AVIATION SERVICE, Kenosha Airport, Kenosha, Wis.

HARMON, W. R., Box 661, Borge, Tex.
HARRIMAN, E. ROLAND, 59 Wall St., New York, N. Y.

HARRINGTON AIRPORT, INC., Harrington, Dela.; Ailes E. Link,
pres.; Bellanca; AO—U. S.; C-P.

HARRIS AERO SERVICE, Box 4, Mooresville, N. C.; R. Don Harris,
pres.; Waco, 2 other small planes, not specified; AO—South U. S.; C-P.

HARRIS & RYUN FLYING SERVICE, Box 55, Lovell, Wyo.
HARRISBURG AIR SERVICE, INC., Penn-Harris Airport, R.D. 1,
Harrisburg, Pa.; Maurice E. Bowman, pres.; Waco UIC, 2 Luscombe
8As, 2 Super Cruisers; AO—U. S.; P.

HARRISON FLYING SERVICE, Harrison, Ark.
HARTMAN AIR SERVICE, Box 2, Muncie Airport, Wichita, Kan.

HARTMAN AIRWAYS, INC., DAN, Hartman Field, Harrisonburg, Va.;
Dan Hartman, pres.; Twin Cessna, 2 Reliants, other light planes not
specified; AO—U. S., Canada, Mexico; C-P.

HASTINGS AIR SERVICE, Hastings Airport, Hastings, Mich.
HASTINGS SKY RANCH, INC., Hastings, Neb.

HATTIESBURG FLYING SERVICE, Box 749, Hattiesburg, Miss.;
J. W. Jones, pres.; Stinson 165; 2 Cruisers (Station Wagon);
AO—SW U. S.; C-P.

HAVEN FLYING SERVICE, Schenectady County Airport, Schene-
ctady, N. Y.

HAWAIIAN SCHOOL OF AERONAUTICS, P. O. Box 7, Honolulu,
T. H.

HAWKEYE FLYERS OF BURLINGTON, INC., P. O. Box 44, Bur-
lington, Ia.

HAWTHORNE FLYING SERVICE, Municipal Airport, Charleston,
S. C.; Beverly E. Howard, pres.; Bonanzas (Piper Tri-Pacer); AO
—N. C., S. C., Ga., Fla.; C-P.

HAY, INC., RUSSELL P., County Airport, Pittsburgh, Pa.
HAYWARD SKYWAYS, INC., Hayward Municipal Airport,
Hayward, Calif.

HAZEL FLYING SERVICE, Municipal Airport, Artesia, N. M.
HEART OF MAINE FLYING SERVICE, INC., Dexter, Maine.

HEATHCOCK, ROY J., Box A, Beecher City, Ill.
HEATON, JENNISON, 2761 Divisadero St., San Francisco 23, Calif.

HEBERT AIR SERVICE, O., Fullerton Municipal Airport, Fullerton,
Cal.

HEBRON AIRWAYS, Hebron, Neb.
HEEDEN FLYING SERVICE, Heeden, Kan.; V. W. Hedden, pres.;
Waco, Stinson, Aerona; AO—U. S.; C-P.

HEIDELBAUER FLYING SERVICE, Munic. Airport, Sac City, Iowa;
Beechcraft, Stinson.

HEILIG, ROBERT R., Box 304, Grand Island, Neb.
HELLER AIR RANCH, Wisner, Neb.

HEMPFL AIRWAYS, Box 41, Lambert Field, St. Louis, Mo.; Cessna,
AO—U. S., Canada, Mexico.

HENDERSON FLYING SERVICE, Henderson Airport, Rte 1, Hender-
son, N. C.

HENDRICKS AIR SERVICE, Norton, Kansas; Arnold S. Hendricks,
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HENNE, HERBERT, Box 477, Kennewick, Wash.
HENSLY FLYING SERVICE, Box 105, Hare, Mont.; Walter C.
Hensley, pres.; Stinson, PA-12 (Stinson); AO—Mont., N. Central
States, Canada; C-P.

HENSON, INC., P. O. Box 689, Hagerstown, Md.
HERMANN FLYING SERVICE, 91 Longfellow Dr., Longmeadow,
Mass.

HESLER-NOBLE AIR SERVICE, Box 443, Laurel, Miss.
HESS, CLARENCE, 850 Fifth Ave., S. E., Cedar Rapids, Iowa.

HETTINGER AIR SERVICE, Hettinger, N. D.
HEWES FLYING SERVICE, 131 S. Oak St., Colville, Wash.

HIBBA, ASHBY, 129 Foncea Blvd., Salida, Colo.
HICKMAN AVIATION, Stafford, Kan.

HICKS AIRCRAFT SALES & SERVICE, INC., Rte. 7, Dallas, Tex.; P-8.
HICKS AVIATION SERVICE, Highland Park Airport, Rte 7, Dallas.
HICKS-KESLER FLYING SCHOOL, INC., Woodrum Field, Roanoke, Va.
HIGHLANDS SCHOOL OF AERO, INC., Box 507, Avon Park, Fla.
HIGHLAND FLYING SERVICE, Coit Rd., R.F.D. 7, Dallas, Tex.; Charles W. Wilson, prop.; D18C, Cessna T-50, Fairchild 24, Taylorcraft, 3 Aeronaics; AO—U. S., Canada, Central America; C-P.
HILLCREST AIRCRAFT CO., Box 504, Lewistown, Idaho.
HILLER AIRPORT, P. O. Box G, Barre, Mass.
HILLTOP FLYING SERVICE, Hilltop Airport, W. Buxton, Me.
HILLO FLYING SCHOOL, 158 Kibbana St., Hilo, Hawaii, T. H.
HILSEN AERO SERVICE, Box 5056, Station C, Spokane, Wash.
HINCK FLYING SERVICE, INC., World Chamberlain Field, Minneapolis.
HINES, R. F., Box 538, Hobbs, N. M.
HINSON MITCHELL AVIATION, INC., Box 588, Annapolis, Md.; E. Stewart Mitchell, pres.; Widgson, Stinson SR9, PA-12; AO—U. S.; C-P.
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HOGAN FLYING SERVICE, RR 7, Box 752, Orlando, Fla.
HOFFER FLYING SERVICE, Camden, S. C.
HOFFMAN FLYING SERVICE, Box 483, Mt. Pleasant, Tex.
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HOGAN FLYING SERVICE, Mitchell, Nebraska; Everett W. Hogan.
HOGUE FLYING SERVICE, T. H., 1535 W. 4th Ave., Corsicana, Tex.
HOGUE AIR SERVICE, CLIF, 403 N. 2nd St., Klamath Falls, Ore.
HOLCOMB H. E., P. O. Box "F", Red Mountain, Calif.
HOLDENVILLE AIR ACTIVITIES, Box 710, Holdenville, Okla.
HOLLYWOOD AIRPORT, INC., Box 640, Hollywood, Fla.
HOLSTON FLYING SERVICE, Box 547, Marion, Va.
HOLT FLYING SERVICE, Fort Meadeville Airport, Meadville, Pa.
HONROTH, EDWARD P., Sky Haven School of Aero, Sky Haven Airport, Northfield, Ohio.
HOOPER'S FLYING SERVICE, Marion, Kan.
HOOVER FLYING SERVICE, L. L., La Crosse, Kan.; L. L. Hoover, pres.; Navion; AO—X; P.
HORN'S FLYING SCHOOL, Chagrin Falls Airport, Chagrin Falls, Ohio; Wilbur C. Horn, pres.; AO—U. S.; Voyager, Cessna 140 (Cessna); C-P-I-S.
HORVATH FLYING SERV., PAUL G., 368 N. E. 57th St., Miami, Fla.
HOSTETTER OSCAR L., RDA, York Airport, York, Pa.
HOT SPRINGS AIRWAYS, INC., Memorial Airport, Hot Springs, Ark.
HOUK FLYING SERVICE, Box 1116, Pawhuska, Okla.
HOULTON FLYING SERVICE, Box 11, Houlton, Me.
HOUMA AIR SERVICE, Box 173, Houma, La.
HOUSTON FLYING SERVICE, Houston, Miss.
HOWARD AIRWAYS, INC., 20 High St., Westerly, R. I.
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HOWARD FLYING SERVICE, INC., Box 565, Ames, Ia.
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HOWELL AVIATION SERVICES, Outlaw Field, Clarksville, Tenn.; Archer Howell, Jr., prop.
HOYER FLYING SERVICE, U. S. 41 at Summit Hancock, Mich.
HOYT'S FLYING SERVICE, Philip, S. D.
HUB AVIATION SERVICE, Crown Point Airport, Crown Point, Ind.
HUB CITY AIR SERVICE, Box 761, Alexandria, La.; Ben H. Baker, Jr. & John G. Baker, props.
HUBBARD AVIATION CO., Watertown, S. D.
HUBBARD'S FLYING SERVICE, 216 Tyler St., Athens, Pa.
HUDGINS AIR SERVICE, P. O. Box 468, Tucson, Ariz.
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HUMMEL AVIATION, Hopewell, Va.; Fred E. Hummel, prop.; Bellanca; AO—U. S.; C-P.
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HUNTER FLYING SERVICE, INC., Box 510, Cedar Rapids, Ia.
HUNTINGTON AIRPORT, INC., Box 1679, Huntington, W. Va.
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HYDE FLYING SERVICE, INC., Box 8125 Houston 4, Tex.
HYLAN FLYING SERVICE, INC., Rochester Airport, Rochester, N. Y.

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ILLINOIS AIRPORT, Box 268, Urbana, Ill.
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INSTRUMENT FLIGHT ACADEMY, Box 2048, Reno, Nev.
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INTERNATIONAL AIRCRAFT SERVICE, Munic. Airport, Laredo, Tex.; J. E. Warren & V. D. Janssen, props.
INTERSTATE AIR LINES, INC., Cedarstown, Ga.; E. M. Spearman, pres.; Aeronaics, Stearns, Super Cruiser, 2 Cubs; AO—NW Ga.; P.
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IOWA CITY FLYING SERVICE, Munic. Airport, Iowa City, Ia.
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ITHACA FLYING SERVICE, INC., Municipal Airport, Ithaca, N. Y.

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JACKSON FLYING SERVICE, Munic. Airport, Jackson, Miss.
JACKSON HOLE FLYING SERVICE, Jackson, Wyo.
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JANESVILLE FLYING SERVICE, Route 2, Janesville, Wis.
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JASPER COUNTY AIRPORT, Bensenville, Ind.
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JIM'S FLYING SERVICE, Highland-Winnet Airport, Highland, Ill.
JOHANSON FLIGHT SERVICE, Rte. 4, Box 169, Astoria, Ore.; Gerald B. Johanson, prop.; Navion, PT-19, Swift, 2 Aeronaics, 2 Luscombes; AO—Ore., Wash.; C-P.
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 JOHNSTOWN AIRWAYS, INC., Johnstown Municipal Airport, Johnstown, Pa.
 JOINER, HAROLD W., Chesterdown, Md.
 JOLLY, LESTER O., Box 191, Grand Fork, N. D.
 JONES & INGRAM AERO SERVICE, Box 1305, Dalhart, Tex.
 JONES FLYING SERVICE, Box 147, Plains, Mont.
 JONES FLYING SERVICE, c/o Parks Aircraft Sales & Service, 314 Richards Rd., Kansas City, Mo.; Harold F. Jones.
 JONES FLYING SERVICE, Rte. 3, Lincolnton, N. C.
 JONES FLYING SERVICE, CASEY, Muncie Airport, Ontario, Ont.
 JONES FLYING SERVICE, INC., Sullivan Ave. Airport, Columbus, Ohio.
 JONES, JOE F., Box 598, Clarendon, Tex.
 JONES, RALPH M., Almonesson Airport, Almonesson, N. J.
 JONES STANLEY A., RR 2, Chillicothe, Mo.
 JONESBORO FLYING SERVICE, INC., Box 781, Jonesboro, Ark.; W. H. Arnold, pres.; Stinson 150, Cessna 140, Cubs; AO—Craighed Co., Poinsett, Grassy, Ark.; & E. M. Co.; P.
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K
 K & M FLYING SERVICE, Box 392, Coeburn, Va.
 KAHLER, KEITH AVIATION, INC., P. O. Box 599, Oklahoma City, Okla.
 KALAMAZOO FLYING SERVICE, INC., RR No. 5, Muncie Airport, Kalamazoo, Mich.; AO—U. S.
 KANSAS AIR, Security Natl. Bank Bldg., Kansas City, Kan.; J. E. O'Riordan, pres.
 KANSAS AIR ACTIVITIES, INC., Box 254, Russell, Kan.
 KANSAS CITY FLYING SERVICE & AIR COLLEGE, INC., 600 Richards Rd., Kansas City, Mo.
 KATZ, DAVID H., Scarborough Downs Airport, Scarborough, Me.
 KEISTER FLYING SERVICE, Kellogg, Ind.
 KELLEY FLYING SERVICE, R. R. 10, Ft. Wayne, Ind.
 KENMORE AIR HARBOR, INC., Box 64, Kenmore, Wash.
 KENNEDY-RILEY FLYING SERVICE, Rte. 3, Wilroads Gardens Airport, Dodge City, Kan.
 KEN'S CUB FLYERS, Olean Airport, Olean, N. Y.
 KENTON SCHOOL OF AERONAUTICS, Box 201, Kenton, O.
 KENTUCKY AIR TRANSPORT, Inc., Bowen Field, Louisville, Ky.
 KENTUCKY INSTITUTE OF AERONAUTICS, INC., P. O. Box 946, Paducah, Ky.
 KEPNER AIR AMBULANCE SERVICE, 1308 Chapline St., Wheeling, W. Va.; A.
 KERRVILLE FLYING SERVICE, Box 1027, San Antonio Hwy., Kerrville, Tex.; E. A. Stiel, pres.; 2 Bonanzas, Cessna; AO—U. S., Mexico; P.
 KESSEL-WARD FLIGHT SERVICE, RD 1, Bradford, Pa.
 KEY BRO. FLYING SERVICE, INC., P. O. Box 1465, Meridian, Miss.
 KEYSER AIR SERVICE, INC., Keyser, W. Va.; C. Arnold Ludwig, pres.; Cessna UC-78, Super Cruiser; AO—unlimited; C-P.
 KILGORE FLYING SERVICE, INC., Box 210, Kilgore, Tex.
 KING AIR SERVICE, Warren Airport, Warren, Pa.
 KING AVIATION SERVICE, King Field, East Taunton, Mass.
 KINGFISHER AIRPORT, Box 18, Kingfisher, Okla.
 KING'S AERO SERVICE, Box 1435, Hurley, N. M.
 KING'S AIR SERVICE, P. O. Box 1021, Mason, Ga.
 KING'S GATEWAY CHARTER SERVICE, King's Gateway Hotel, Land O' Lakes, Wis.; Andrew H. Stuart, mgr.; Naylon; AO—Wis and adjoining states, including Canadian territory immediately north; C-P.
 KING'S SCHOOL OF AVIATION, Muncie Airport, Columbus, Ga.; G. Wood King, prop.; P-P.
 KINSER FLYING SERVICE, Box H, Osceola, Tex.
 KNAPP FLYING SERVICE, Outlaw field, Clarksville, Tenn.
 KNIER FLYING SERVICE, CARL, 319 E. Thomas Rd., Phoenix, Ariz.
 KNOLL FLYING SERVICE, Box 592, Kearney, Neb.
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 KNOXVILLE FLYING SERVICE, INC., Box 374, Knoxville, Tenn.
 KOBELT, WM. W. & THEO. W., New Palms Airport, New Palms, N. Y.
 KOERNER, DELBERT W., Kankakee Airport, Kankakee, Ill.
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 KRAMER MOTOR CO., Hampton, Ia.
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 KURTZ FLYING SERVICE, 950 Westlake Ave. N., Seattle; 9 aircraft; AO—local and Br. Columbia; C-P-I.
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L
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 LAKELAND FLYING SERVICE, Boulder Junction, Wis.
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 LAKESIDE FLYING SERVICE, Houghton Lake State Airport, The Heights, Mich.
 LAKEWOOD AIR SVCE., INC., Cedar Bridge Ave., Lakewood, N. J.

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 LANE AIRCRAFT CO., 1899 Chambers St., Eugene, Ore.
 LANE AIRPARK, P. O. Box 432, Rosenberg, Tex.
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 LAONA FLYING SERVICE, Laona, Wis.
 LARLER SCHOOL OF AVIATION, 1186 Roads Lake Rd., Lapeer, Mich.
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 LOUISIANA FLYERS, INC., Box 1467, Lake Charles, La.
 LOUISVILLE FLYING SERVICE, INC., Bowman Field, Louisville, Ky.
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 LOWE FLYING SERVICE, P. O. Box 1043, Sarasota, Fla.
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M
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 MARTENS AIR SERVICE, Julesburg, Colo.
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 McALLISTER FLYING SERVICE, Box 1090, Yakima, Wash., Charles D. McAllister, prop.

McBOYLE CUB SALES, Box 392, Lake Delton, Wis.
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 McCOMB AIRWAYS, P.O. Box 420, McComb, Miss.
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 McCURDY'S FLYING SERVICE, Box 413, Canadian, Tex.
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 McGRAN, WILFRED, Allen Airport, RFD No. 1, Pontiac, Mich.
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 McKENZIE FLYING SERVICE, 1300 N. 27th St., Springfield, Ore.; 4 Pipers, Ryan, 2 Aeronaas, Cessna.
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 MEREDITH FLYING SERVICE, Cherryland Airport, Sturgeon Bay, Wis.
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 METCALF FLYING SERVICE, INC., Box 23, Wallbridge, O.
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 MEXICO FLYING SERVICE, INC., Green Field, Mexico, Mo.
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 MIDWEST AIRWAYS, INC., Box 147, Cudahy, Wis.; AO—Wis. Mich., Ill., Ind., Ia., Minn.
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 MOORE, TIMOTHY B., 915 Donald St., Klamath Falls, Ore.
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 MORITZ FLYING SERVICE, Sharon Spgs., Kan.
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 MOYER FLYING SERVICE, Box 396, Killeen, Tex.; L. L. Moyer, pres.
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 MUNN AVIATION CORP., Kister Field, Bloomington, Ind.
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 NEBRASKA FLYING SERVICE, Munic. Airport, P. O. Box 40, Grand Island, Neb.; J. F. McWilliams, W. H. Gramke, props.; UC-78, Cessna 120, Cessna 170, 2 Cessna 140s (Cessna 195); AO—U. S.; C-P.
 NEEDLES FLYING SERVICE, P. O. Box "E", Needles, Calif.
 NEMETH-WINTER, E. Washington St., Box 663, Monrovia, Texas.
 NEGUS AIRLINE, Negus Field, Alexander, Ill.
 NELSON FLYING SERVICE, A. V., Box 414, Brookings, S. D.
 NELSON FLYING SERVICE, Potter, Neb.
 NELSON-RYAN FLIGHT SERVICE, INC., Box 3072, Linden Hall Station, Minneapolis.
 NELSON-WAGNER FLYING SERV., Municipal Airport, Joliet, Ill.
 NEMETH-WINTER, E. Washington St., St. Louis, Mich.
 NERVINO AERO SERVICE, P. O. Box 46, Beckwourth, Calif.
 NEW BEDFORD AVIATION, INC., Box 171, Dartmouth, Mass.
 NEW BERN AVIATION CO., Box 151, New Bern, N. C.
 NEW ENGLAND AVIATION, INC., Metropolitan Airport, Palmer, Mass.
 NEW HANOVER AIRPORT, R. D. No. 1, Gilbertsville, Pa.
 NEW LONDON FLYING SERVICE, Waterford Airport, New London, Conn.
 NEW MEXICO AEROMOTIVE, 343 No. Alcazar St., Albuquerque, N. Mex.
 NEW ROCKFORD FLYING SERVICE, Municipal Airport, New Rockford, N. D.; Olav R. Aslakson.
 NEWBURGH SEAPLANE BASE, 140 Front Street, Newburgh, N. Y.
 NEWLAND, JACK V., Newland Field, 900 W. 8th St., Waco, Tex.
 NEWMAN AIRPARK, Box 147, Newman, Ga.
 NEWPORT AIR, P. O. Box 2, Middleboro, Mass.
 NEWSOM BROS. FLYING SERVICE, Box 435, Poplar Bluff, Mo.
 NIAGARA FALLS AERONAUTICAL CORP., Munic. Airport, Niagara Falls, N. Y.; Billy D. Orcutt, pres.; Reliant, Fairchild, several Aerona; AO—Eastern N. Y. to Boston, Montreal to North Bay in Canada; C-P-I-P.
 NIAGARA SEAPLANE SERV., Box 315, N. Tonawanda, N. Y.
 NICHOLS FLYING SERVICE, Black Mountain, N. C.; Navion, Pacer, Stinson; AO—U. S.
 NIEDERHAUSER AIRWAYS, Box 262, Marshalltown, Ia.; 14 Piper, Stinson, Bonanza; AO—U. S.
 NIERTH AERO SERVICES, INC., BILL, Rte. 3, Box 69, Houston, Tex.
 NIELSON FLYING SERVICE, Klatsers Field, Bloomington, Ind.; James Robert Nielson, Prop.
 NOBLESVILLE FLYING SERVICE, INC., P. O. Box 119, Noblesville, Ind.
 NORCROSS FLYING SERVICE, Winthrop, Me.
 NORFOLK CAPE CHARLES AIRLINES, INC., Norfolk Municipal Airport, Norfolk, Va.
 NORMAN, CLARENCE E. Rte. 5, Zanewille, Ohio.
 NORTH AMERICAN FLYING SERV., Inc., Little Ferry, N. J.
 NORTH ATLANTIC AIRWAYS, INC., Mountain Field, Beverly, Mass.
 NORTH CONCHO FIELD, San Angelo, Tex.
 NORTH PARK AVIATION CO., Box 273, Walden, Colo.
 NORTH STAR AIRWAYS, INC., Municipal Airport, Duluth, Minn.
 NORTHSTAR AIRWAYS CORP., 1000 River Road, Agawam, Mass.
 NORTHEAST AIRWAYS, INC., Municipal Airport, Virginia, Minn.
 NORTHEAST AVIATION CO., Munic. Airport, Portland, Me.; Cessna, Widgeon; AO—New England.
 NORTHEAST AVIATION SERVICE, INC., Box 1291, Monroe, La.
 NORTHERN LAKES FLYING SERV., Inc., Eagle River, Wis.
 NORTHELAND AVIATION, INC., Ashland Mpl. Airport, Ashland, Wis.
 NORTHLAND FLYING SERVICE, Ray, Minn.; M. J. McCabe, pres.; Norseman (Norseman); AO—Minn.-Can.; C-P.
 NORTHWAY FLYING SERVICE, INC., 2244 Morse Rd., Columbus, Ohio.
 NORTHWEST AIRPORT, Cleburne, Tex.
 NORTHWEST AVIATION SALES, INC., Troutdale Airport, Troutdale, Ore.
 NORTHWEST FLYING SERVICE, Box 1834, Boise, Ida.
 NORTHWEST FLYING SERV., Minot, N. D.
 NORTON FLYING SERVICE, Bertrams, Neb.
 NORTON SCHOOL OF AVIATION, Norton, Va.
 NORVAIR AVIATION CORP., Munic. Airport, Norfolk, Va.
 NYCE FLYING SERVICE, Box 385, Pottstown, Pa.

O

O & N AIRWAYS, INC., Box 1112, Chadron, Neb.
 OAKLEY BROTHERS FLYING SERVICE, Box 719, Topeka, Kan.
 O'BAUGH FLYING SERV., Ponchartrons, Ark.
 OBERLIN FLYING SERVICE, Box 31, Oberlin, Kan.
 O'BRIEN, JAMES P., Stormville, N. Y.
 OCEAN VIEW AIRWAYS, P. O. Box 92, Beaufort, N. C.
 O'CONNOR AIRCRAFT CO., Albany Airport, Watervliet, N. Y.
 OELWEIN AIR SERVICE, Box 248, Oelwein, Iowa; Earl E. DeBruyn, prop.
 OGDEN FLYING SERV., INC., P. O. Box 264, Ogden, Utah.

OHIO VALLEY AVIATION SERVICE, P. O. Box 451, Metropolis, Ill.
 OKENFENKE FLYING SERV., P. O. Box 293, Waycross, Ga.
 OLD COLONY AVIATION, INC., Vineyard Haven, Mass.
 OMAHA AIRCRAFT CO. INC., Muncie Airport, Omaha, Neb.
 OMAHA STANDARD AIRCO., 2401 W. Broadway, Council Bluffs, Ia.;
 M. Standish, pres.; AO—U. S.
 ONAL AIR TRANSPORT, 120 East End Ave., N. Y. N. Y.
 O'NEAL AVIATION CORP., O'Neal Airport, Vincennes, Ind.
 ONG AIRCRAFT CORP., Box 214, Kansas City, Mo.
 ONTARIO AVIATION CO., Box 441, Ontario, Ore.
 ORANGE COUNTY AIRPORT, INC., Orange, Va.
 ORR FLYING SERVICE, Modesto Airport, Rushville, Neb.; Leo E.
 Orr, pres.; PA-12, JJ; AO—U. S.; C-P.
 OSAGE AVIATION ENTERPRISES, Commercial Airport, Box 1528,
 Bartlesville, Okla.
 OSBORNE AIR SERVICE, Osborne, Kan.
 OSKALOOSA AIRWAYS, INC., Box 292, Oskaloosa, Iowa.
 OTTAWA FLYING SERVICE, R. F. D. 2, Ottawa, Ill.
 OWENS AERONAUTICAL SERVICE, JOHN T., Columbus Airport,
 Columbus, Ind.
 OWENSBORO AVIATION, Box 653, Owensboro, Ky.; Lyman S. Cox,
 Jr., prop.
 OYARD FLYING SCHOOL, Box 125, Oxnard, Calif.
 OZARK AIRWAYS, Box 229, Marshall, Mo.

P

P & B FLYING SERVICE, Box 2188, Pennsylvania, Fla.
 P & H FLYING SERVICE, Box 57, Quartz Hill, Calif.; 4 Aeronaics,
 Cessna, Piper, Stinson; AO—Calif.
 P. & M. FLYING SERVICE, Mountain View Airport, Dalton, Ga.
 P-T AIR SERVICE, INC., Muncie Airport, Hays, Kan.; Don E. Pratt,
 pres.; 2 Navios; AO—U. S.; C-P.
 PACIFIC AIR ACTIVITIES CO., Muncie Airport, Oakland, Calif.
 PACIFIC AIRCRAFT CORP., Box 88, Eugene, Ore.
 PACIFIC AIRLINES, 300 W. 42nd St., San Bernardino, Calif.
 PACIFIC AIRWAYS, Box 4, North Bend, Ore.
 PAGE AIRWAYS, INC., Rochester Airport, Scottsville Rd., Rochester,
 N. Y.
 PAGE AVIATION SERVICE, Box 535, Oklahoma City, Okla.
 PALM BEACH AERO CORP., Box A, Lantana, Fla.
 PALMER SPRING FLYING, INC., Box 1391, Great Falls, Mont.
 PAMPA FLYING SERVICE, Box 374, Pampa, Tex.
 PACKARD AIR ACTIVITIES, I. V. Municipal Airport, Hastings, Neb.
 PALM SPRINGS AIRPORT CORP., Box W, Palm Springs, Calif.
 PANA AIRCRAFT, Pana, Ill.
 PANAMA AIRWAYS, INC., P. O. Box 553, City Air Park, Panama
 City, Fla.; AO—Southeast U. S.
 PAN-MARYLAND AIRWAYS, INC., Friendship Airport, Baltimore, Md.
 PARIS FLYING SCHOOL, Box 123, Paris, Ark.
 PARKER AIR SERVICE, Box 1091, Fort Arthur, Tex.
 PARK REGION AVIATION, INC., Fergus Falls, Minn.
 PARKAIRE FIELD, Rte 3, Marietta, Ga.
 PARKER FLYING SERVICE, Parker, S. D.; John Marquardt, pres.;
 S.E.L. 3 Aeronaics (S.E.L.); AO—Midwest.
 PARKER'S AIRPORT, Eagle Springs, N. C.
 PARKINSON FLYING SERVICE, Pasco Airport, Pasco, Wash.; H. W.
 Parkinson; AO—Wash., Ore., Ida., Mont.
 PARR AIR SERVICES, 2636 N. Hutchinson St., Phila., Pa.
 PARROTT FLYING SERVICE, County Airport, Muskegon, Mich.
 PATHFINDER FLYING SERVICE, LTD., Box 1442, Stockton, Calif.
 PATECELL, THEODORE C., 70 Spinney Hill Drive, Great Neck, N. Y.
 PATTERSON HEIGHTS FLYING SERVICE, Patterson Heights, N. Y.
 Patton, Beaver Falls, Pa.
 PATTISON, P. N., East River Road, Grand Island, N. Y.
 PAYSON FLYING SERVICE, P. O. Box 1, Payson, Ariz.
 PECOS COUNTY AIRWAYS, Fort Stockton, Tex.; P. E. Lucas,
 prop.
 PERRY FLYING SERVICE, Box 231, Seminole, Okla.
 PELICAN AVIATION CORP., P. O. Box 191, New Iberia, La.
 PELLA AIRWAYS, Airport, Pella, Iowa.
 PELLING, MATTHEW R., Albert Whitted Airport, St. Petersburg, Fla.
 PEMBERTON'S FLYING SERVICE, Kern City Airport, Bakersfield,
 Calif.; Roy H. Pemberton, pres.; 2 Aeronaics, 2 Bonanzas, Cessna
 (Cessna, Bonanza); AO—U. S.; C-P-S-T-P.
 PEMBROKE AIR PARK, INC., Rte 3, Corde, N. Y.
 PENCE AIRWAYS, Box 33, Pence Springs, W. Va.
 PENDLETON COUNTY FLYING SERV., Route 21, Falmouth, Ky.
 PENINSULA AIRPORT, INC., THE, Box 3, Wylie Branch, Hampton,
 Va.; Robert A. Kilpatrick, pres.; Bonanza, Cruiser, 2 Howard DGAs,
 20 2 place planes, unspecified; AO—U. S.; C-P.
 PENINSULA AIRWAYS, Rte 1, Airport, Port Townsend, Wash.
 PENINSULAN AIRWAY SERV., INC., Box 388, Port Clinton, O.
 PENINSULA AVIATION CO., Belmont Airport, Belmont, Calif.
 PENINSULA SCHOOL OF AERONAUTICS, Box 282, St. Ignace,
 Mich.; P-I.
 PENNINGTON FLYING SERVICE, P. O. Box 1436, Wilmington,
 N. C.
 PENN FLYING SERVICE, TOM, Box 307, Perryton, Tex.
 PENN. G. E., Gregg County Airport, Longview, Tex.
 PENOBSCOT AVIATION, INC., Brewer Airport, South Brewer, Maine.
 PERRINE, JAMES LYNE, Corning, Calif.
 PERRY-WARSAW FLYING SERVICE, Rte 20-A, Perry, N. Y.;
 D. Wayne Webber, pres.; Super Cruiser; AO—N. Y., New England;
 C-P.
 PETTERS FLYING SERVICE, Colby, Wis.
 PETERSEN, WAYNE ROLLEN, 407 Elm St., Tilden, Neb.
 PETER'S FLYING SERVICE, P. O. Box 191, Showlow, Ariz.
 PETRAS MITCHELL, 17 Marion St., Johnson City, N. Y.
 PHELPS AERO, 3701 Oliver Ave., S., Minneapolis, Minn.; Navion,
 Bonanza; AO—U. S., Canada.
 PHILADELPHIA AIR TRANSPORT CO., International Bldg., SW
 Airport, Phila.
 PHILADELPHIA SEAPLANE BASE, Eastington, Pa.; Frank Mills,
 mgr.; Aeronaics, Seabee, 3 Waco; AO—U. S.; C-P.
 PHILADELPHIA SKY PORT, Pier J, S. Delaware Ave., Phila.; W. H.
 Nichols, Jr., pres.
 PHILLIPS, T., Phillipsburg Airport, Phillipsburg, N. J.
 PHOENIXVILLE FLYING SERV., R.D. 21, Phoenixville, Pa.
 PIACITELLI, JAMES S., Box 614, Norristown, Pa.
 PIEDMONT AVIATION, INC., Smith-Reynolds Airport, Winston-
 Salem, N. C.
 PIERCE AVIATION CO., Smith Field, Ft. Wayne, Ind.; Fred J.
 Bunyan, prop.; Stinson, Cruiser, J-J; AO—U. S., Mexico, Canada;
 C-P.

PIERCE FLYING SERVICE, Humboldt Co. Airport, Eureka, Calif.;
 Lester L. Pierce, prop.; UC-78, Waco, Cessna 120 (Cessna 170); AO
 —U. S., exclusively West Coast; C-P.
 PIERCE FLYING SERVICE, Plymouth Airport, Plymouth,
 Ind.
 PIERCE FLYING SERVICE, Piercy Field, Medford, Ore.
 PIERSON, LENN, 805 Miramar, Claremont, Calif.
 PIKES PEAK AIR SERVICE, INC., Nichols Field, Colorado Springs,
 Colo.
 PILKENTON, ERNEST W., Rte 1, Box 6033, Stinson Field, San
 Antonio, Tex.
 PIONEER AVIATION, INC., Muncie Airport, Escanaba, Mich.
 PIONEER VALLEY AIRCRAFT, INC., 374 Main St., Safford, Conn.
 PIONEER VALLEY AVIATION, P. O. Box 60, Municipal Air-
 port, Orange, Mass.
 PITCAIRN, STEPHEN, Bryn Athyn, Pa.
 PITTMAN FLYING SERVICE, Box 7, McRae, Ga.
 PITTSBURGH FLYING SERVICE, Box 442, Pittsburgh, Kan.
 PLAIN FLYING SERVICE, INC., Box 668, Auburn, Calif.
 PLAINS AERO SERVICE, Hector, Minn.
 PLAINS AERO SERVICE, Box 1657, Amarillo, Tex.; AO—U. S.,
 Canada, Mexico.
 PLANTATION AIRWAYS, INC., Box 299, Cheyenne, Wyo.
 PLANTATION AIR LINES, INC., Everglades, Fla.; A. Gerish, pres.;
 Cessna 140, Taylorcraft, 2 Bonanzas, Bellanca; AO—Fla.; C-P.
 PLAYGROUND SEAPLANE CENTER, BOX 64, Fort Walton,
 Fla.
 PLEASURE CRAFTS, INC., Rt. 5, Box 547C, Savannah, Ga.
 PLUM CREEK FLYING SCHOOL & SERVICE, Box 326, Lexington,
 Neb.
 PLUM ISLAND FLYING SERVICE, INC., Box 310, Newburyport,
 Mass.
 POCATELLO FLYING SERVICE, INC., Box 1227, Pocatello, Ida.
 John L. McConnell, pres.; Stinson 108, Piper PA-12; AO—U. S.;
 C-P-S.
 POINT PLEASANT SEAPLANE BASE, 69 Ave. C, Point Pleasant,
 N. Y.
 POLLINGER, JACK, 713 Atlantic Ave., Ft. Pierce, Fla.
 POLLINGER AIRCRAFT, Municipal Airport, Council Bluffs, Ia.
 POLLOCK, ROY C., Holzer Airport, Gallipolis, Ohio.
 PONTIAC FLYING SERVICE, Walters Airport, Pontiac, Ill.; N. E.
 Walters, prop.
 PORT FRUIT AIRPORT, Erie, Pa.; Gerald W. Richardson, prop.
 PORTER, HARRY, Lovell Field, Chattanooga, Tenn.
 PORTLAND FLYING SERVICE, INC., Box 328, Portland, Tex.
 PORTLAND FLYING SERVICE, INC., Muncie Airport, Portland,
 Me.; Harold F. Troxel, pres.; Fairchild F-24W, Stinson 10A, Station
 Wagon, 2 Aeronaics Superchiefs; AO—New England; C-P.
 POST MILLS FLYING SERVICE, INC., Box 27, Post Mills, Vt.
 POTTAWATOMIE FLYING SERVICE, INC., Manhattan, Kan.
 POTTER, HARRY W., Box 1044, Muncie Airport, Bismarck, N. D.
 POUCHER, JAMES, AVIATION SERV., Dutchess County Airport, New
 Hackensack, N. Y.
 POWELL, BROS. FLYING SCHOOL, Muncie Airport, Danville, Ill.;
 Hubert Powell, pres.; Stinson, Cessna, Cub; AO—unlimited; C-P.
 PRAIRIE AIRWAYS, Muncie Airport, Omaha & Lincoln, Neb.; C. J.
 Abbott, pres.; Stinson SR10J, 2 Bonanzas, 3 UC-78s, 5 Cruisers; AO
 —U. S.; C-P.
 PRATTSVILLE FLYING SERVICE, Prattville, N. Y.
 PRATTVILLE AIRCRAFT SALES & SERVICE, City Airport, Adrian,
 Mich.
 PRESCOTT AVIATION, P. O. Box 1947, Prescott, Ariz.
 PRESCOTT FLYING SERV., 1529 North Los Altos, Okla.
 PRESTWITT AIRCRAFT SALES CO., Mitchell Winner, New Orleans, La.
 PRIESTER FLYING SERV., RR #1, Rhineclaire, N. Y.
 PRIESTER AVIATION SERVICE, GEORGE J., Box 203, Pal-
 Wankee Airport, Wheeling, Ill.; George J. Priester, prop.; D 175
 Reoair (D 175), Beechcraft AO—U. S. P.
 PRINCE AVIATION CO., Box 1835, Tampa, Fla.
 PROBERT-DEVINE AVIATION CORP., 12910 Pierce St., Pasadena,
 Calif.; Andy Devine, pres.; UC-78, Voyager; AO—U. S.; P.
 PROPERT FLYING SERVICE, Prosper Airport, Tinsley Park, Ill.
 PROVINCETOWN AIR SERVICE, Provincetown, Mass.
 PROVO FLYING SERVICE, Box 144, Provo, Utah.
 PUEBLO AIR SERVICE, INC., Muncie Airport, Pueblo, Colo.; Stinson
 108, Stinson SR-8, UC-78, 2 PA-12s; AO—U. S.; C-P.
 PUGET SOUND RIVER SERVICE, Rte 3, Box 570, Bellevue, Wash.
 PULASKI AVIATION SERVICE, Box 993, Pulaski, Va.
 PULLEY FLYING SERVICE, 203 E. North St., Arlington, Tex.
 PURDUE AERO CORP., Purdue U. Airport, Lafayette, Ind.; Grove
 Webster, mgr.; 2 AT-11s, 2 Stinson 150s; AO—Midwest; C-P.

Q

QUEEN CITY FLYING SERVICE, INC., Hangar 3, Lunkens Airport,
 Cincinnati.
 QUINCY AVIATION, INC., Muncie Airport, Quincy, Ill.
 QUINCY FLYING SERVICE, 405 1/2 N. 12th St., Quincy, Ill.

R

RACINE FLYING SERVICE, INC., Horlick Racine Airport, Racine,
 Wis.
 RADER FLYING SERVICE, Glenwood Springs, Colo.
 RADFORD AVIATION CORP., Radford, Va.
 RAGSDALE FLYING SERVICE, 1801 E. 51st St., Austin, Tex.; 4
 Aeronaics, 4 Piper, 2 Cessna, Stinson, Seabee (6 Cessna); AO—Tex.
 RAGSDALE AIRMOTIVE, Box 227, Childress, Tex.; James E. Rags-
 dale, pres.; Cruiser, Swift, Stinson 150, Ercoupe; AO—Tex. & adjoining
 state; C-P.
 RAILY, MARTIN R. and R. J. HILGER, Glendive, Mont.
 RALPH-DURHAM FLIGHT SERVICE, INC., Box 544, Durham,
 N. C.
 RANCAERO AIRPORT, Box 460, Chico, Calif.; M. Morehead, pres.;
 UC-78, 2 Cessna, Ercoupe, Aeronaics; AO—West Coast; C-P-A-I-PH-S.
 RANGE AIRWAYS, INC., Sheridan, Wyo.
 RANGE FLYING SERV., INC., Box 161, Hibbing, Minn.
 RANGELEY SEAPLANE BASE, Rangeley, Maine.
 RAUCH FLYING SCHOOL & SERVICE, INC., Teterboro Air Termi-
 nal, Teterboro, N. J.; P-S-I.
 RAWDON BROS. FLYING SCHOOL, P. O. Box 1135, Wichita, Kan.
 RAY HYLAN SCHOOL OF AERO, INC., Hyland Airport, Henrietta,
 N. Y.
 RAY'S FLYING SERVICE, Hanley Field, Muncie, Mich.

TABLE OF AIRLINE DISTANCES BETWEEN PRINCIPAL CITIES OF THE WORLD
(Distances in Statute Miles)

FROM	TO	Azores	Bahia	Berlin	Bombay	Buenos Aires	Cairo	Cape Town	Chicago	Guam	Honolulu	Janeau	London	Melbourne	Mexico City	New Orleans	New York	Panama	Paris	Rio de Janeiro	San Francisco	Santiago	Seattle	Singapore	Tokyo
Azores	3,906	2,148	5,930	5,385	3,325	5,670	3,305	8,985	7,421	4,715	1,562	12,190	4,584	3,718	2,604	3,918	1,617	4,312	5,718	4,720	8,358	7,570		
Bahia	2,040	2,822	8,215	785	4,923	6,490	6,390	8,445	3,160	8,185	7,212	6,866	7,807	7,321	6,066	7,807	2,385	7,012	7,321	8,576	8,848	5,542		
Berlin	2,148	2,040	.....	3,947	7,411	1,823	5,949	4,458	7,158	7,384	4,835	575	9,892	6,119	5,182	4,926	5,902	540	6,246	5,744	7,842	8,121	6,226	5,623
Bombay	5,930	8,215	.....	3,947	.....	9,380	2,696	6,133	8,144	4,831	8,172	6,992	4,526	6,149	9,818	8,952	7,875	9,832	4,391	8,438	8,523	10,127	7,830	2,455
Buenos Aires	5,385	8,215	7,411	9,380	.....	7,425	4,382	5,598	10,516	7,653	7,064	6,919	7,386	4,690	4,902	5,295	3,319	6,391	1,230	6,387	781	6,964	9,949	11,001
Cairo	5,670	3,325	5,930	2,696	.....	4,476	6,231	7,175	8,925	5,352	2,218	8,729	7,907	6,862	5,791	7,230	2,020	6,242	7,554	8,100	6,915	5,152	6,893	
Cape Town	3,305	5,670	6,390	6,133	.....	4,476	.....	8,561	8,918	11,655	19,352	5,975	6,810	8,620	8,399	7,945	7,090	5,732	8,350	10,340	5,880	10,265	6,025	9,254
Chicago	8,985	4,458	8,144	5,598	6,231	8,561	.....	7,510	4,316	2,218	4,015	9,857	1,690	827	737	2,320	4,219	5,320	1,376	5,325	1,753	9,475	6,410	
Guam	6,390	7,158	4,831	18,516	7,175	8,918	7,510	.....	3,896	5,225	7,605	8,497	7,590	7,895	8,115	9,220	7,675	11,710	5,952	9,946	5,785	2,900	1,596	
Honolulu	7,421	4,715	7,384	8,172	7,653	8,925	11,655	4,315	3,896	.....	3,825	7,320	8,851	8,548	4,365	5,051	5,247	7,525	8,400	2,407	6,916	2,707	6,874	3,540
Janeau	1,562	4,715	6,100	4,658	6,902	7,954	4,352	10,352	2,319	2,225	.....	4,486	8,102	3,210	2,560	2,874	4,466	4,700	7,611	1,530	7,320	870	7,375	4,117
London	12,190	8,160	2,668	875	4,526	6,919	2,218	5,975	4,015	7,608	7,820	4,06	.....	10,590	6,698	4,686	8,000	5,310	210	5,747	5,440	7,275	4,850	6,818
Melbourne	4,584	8,160	9,992	6,140	7,326	8,729	6,510	9,837	3,497	5,381	8,162	10,590	.....	8,598	9,455	10,541	9,231	10,560	8,340	7,970	7,110	8,320	3,768	5,172
Mexico City	7,321	8,576	8,848	7,807	7,807	8,848	6,866	1,690	7,690	8,546	3,210	5,865	5,699	.....	940	2,110	1,332	5,800	4,810	1,376	4,122	2,330	10,485	7,190
New Orleans	3,718	7,212	5,182	8,952	4,902	6,862	8,390	827	7,895	5,040	2,940	4,656	9,495	948	.....	1,101	1,600	4,846	4,798	1,960	4,103	2,157	10,255	6,998
New York	2,604	4,026	4,026	7,875	5,295	5,701	7,845	737	8,115	8,951	2,874	2,560	10,541	2,110	.....	.....	2,231	8,600	4,810	2,606	5,134	2,440	9,617	6,846
Panama	3,918	7,807	5,902	8,932	3,319	7,230	7,090	2,320	9,220	8,347	4,466	8,310	9,211	1,332	1,600	2,111	.....	5,440	3,211	3,240	3,000	3,650	11,800	8,540
Paris	1,617	2,385	640	4,391	6,391	2,020	5,762	4,219	7,675	7,625	4,700	210	10,500	8,308	4,346	5,699	5,440	.....	5,710	5,650	7,300	5,680	6,720	6,132
Rio de Janeiro	4,312	7,012	6,246	8,438	1,230	6,342	3,350	6,230	11,710	8,400	7,611	5,747	8,340	4,810	4,798	4,810	3,311	5,710	.....	6,635	1,852	6,945	9,875	11,600
San Francisco	5,114	7,221	5,744	8,523	6,487	7,554	10,340	1,875	5,952	2,497	1,830	5,440	4,790	1,870	1,960	2,008	3,649	5,630	6,655	.....	5,940	692	8,440	5,240
Santiago	5,718	8,576	7,842	10,127	731	8,100	6,980	8,325	9,946	6,956	7,320	2,775	7,130	4,122	4,653	6,124	3,000	7,800	1,852	5,940	.....	6,460	10,270	10,840
Seattle	7,220	6,546	5,121	7,830	6,956	6,915	10,305	1,755	5,785	2,797	870	4,850	8,320	2,330	2,137	2,440	5,600	5,650	6,945	692	6,466	.....	8,200	4,883
Singapore	8,350	4,443	6,226	2,425	9,940	5,152	6,925	9,475	2,900	6,874	7,375	6,818	8,768	10,495	10,255	9,617	11,900	6,720	9,875	8,440	10,270	8,300	.....	3,850
Tokyo	7,570	5,242	5,623	4,247	11,601	6,065	9,234	6,410	1,386	2,940	4,117	6,040	5,172	7,190	6,998	8,349	8,460	6,132	11,400	8,250	10,360	4,883	3,250	.....

RAYMOND AERO-MARINE CO., INC., P. O. Box 2161, Dayton Beach, Fla.
 READING AVIATION SERVICE, INC., Muncie Airport, Box 1201, Reading, Pa.
 RED BANK AIRPORT, INC., P. O. Box 23, Red Bank, N. J.
 RED DOG AIRWAYS, INC., RFD 2, Cochran, Ga.
 RED'S AIR SERVICE, Orono, Wis.
 REED CO., INC., J. Munroe Airport, Hanger F, Houston, Tex.
 REED, INC., DICK, Box 2208, Casper Wyo.; Richard W. Reed, pres.; 2 Navions (Bauman); AO—Rocky Mt. area; C-P.
 REEDER FLYING SERVICE, Municipal Airport, Twin Falls, Ida.
 REED'S AIR SERVICE, Draughon-Miller Airport, Temple, Tex.; Elmer G. Reed, prop.
 REGAN FLYING SERVICE, Box 946, Shawnee, Okla.
 REIFENBERG AVIATION, INC., Hazleton Reitenberg Airport, St. Johns, Pa.
 RELIANCE FLIGHT ACADEMY, 1355 Studebaker Rd., Norwalk, Calif.
 RENNARD, PAUL J., Splice Memorial Airport, Oil City, Pa.
 RENSMAN, FRANK, Box 441, Youngsville, Pa.
 RENT-A-PLANE, Muncie Airport, Rte. 3, Box 361A, Tulsa, Okla.
 REPUBLIC SEABEES, 5 Washington St., Saratoga Springs, N. Y.
 RESCH FLYING SERVICE, Box 73, Meade, Kan.
 RESORT FLYING SERVICE, INC., Narrrowsburg, N. Y.
 RETTIG FLYING SERVICE, 430 W. Ave. B, Hope, Ark.; B. L. Rettig, prop.
 REVERE AIRWAYS, INC., 339 Squire Rd., Revere, Mass.; Julius Goldman, pres.; 17 light aircraft; AO—U. S.; Canada; C-P.
 RHINELANDER AIRWAYS, Box 294, Rhineland, Wis.
 RICHLAND AVIATION, Municipal Airport, Mansfield, Ohio; (also Cleveland); R. B. Black, pres.; AO—E. Central U. S.; 4-Navions; C-P.
 RIFE, CHARLES E., Thomaston Airport, Thomaston, Ga.
 RILEY'S FLYING SERVICE, Crossett, Ark.
 RILEY'S FLYING SERVICE, Monrovia Airport, Monrovia, Calif.
 RIPON AIRWAYS, Box 325, Ripon, Wis.
 RISSER FLYING SERVICE, Rt. 3, Norfolk, Neb.; Andrew A. Rissler, prop.
 RITCHIE FLYING SERVICE, Meacham Field, Ft. Worth, Tex.; Edwin W. Ritchey, prop.; T-30, Noorduyn UC-64, Stinson SR-4, Howard, Stinson 101, C-26A, Luscombe, 3 Cubs; AO—U. S.; R. T. RITCHIE, prop.; Box 263, Lancaster, Pa.
 RIVERSIDE AIRMOTIVE CO., 4130 Menness Ave., Riverside, Calif.
 RIVERSIDE FLIGHT ACADEMY, INC., 6720 Kelly St., Riverside, Cal.
 RIVINGTON FLYING SCHOOL, Box 589, Riverton, Wyo.
 RIVERVIEW FLYING SERVICE, Inc., C.
 ROBBINS AIRWAYS, Muncie Airport, Melbourne, Fla.
 ROBERTS, ELMER JAMES, Box 410, W. Yellowstone, Mont.
 ROBERTS, WILSON A., 147 Main St., Williamstown, Mass.; Wilson A. Roberts, pres.; Super Cruiser; AO—unlimited; C-P.
 ROBERTS FLYING SERVICE, Box 1011, Lakeland, Fla.
 ROBERTSON AIR SERVICE, Johnson Ave., Plainville, Conn.
 ROBINSON CHARTER SERVICE, Box 1071, Buffalo, Wyo.; Clair Robinson, pres.
 ROBINSON FLYING SCHOOL, JACK, Meacham Field, Ft. Worth, Tex.
 ROBINSON FLYING SERVICE, Robinson Airport, Plant City, Fla.
 ROBINSON, JOE
 ROCCO AVIATION, INC., Municipal Airport, Pueblo, Colo.
 ROCHELLE AIRPORT, INC., R. F. D. 3, Rochelle, Ill.; George Robinson, pres.; AO—U. S.; C-P.
 ROCHESTER AERONAUTICAL CORP., Rochester Airport, Rochester, N. Y.; Cessna; AO—U. S.
 ROCHESTER FLYING SERVICE, R. R. No. 2, Rochester, Ind.
 ROCKY MOUNT AIR SERVICE, Box 471, Rocky Mount, N. C.
 ROCKY MOUNTAIN AIR SERVICE, Box 381, Rifle, Colo.; Paul H. Lindstrom, pres.; PA-12; AO—U. S.; C-P.
 ROCKY MOUNTAIN AIR SERVICE, Cody, Wyo.; L. J. Siddle, pres.; Beechcraft 140, Cessna 140 (Beechcraft 35, Cessna 170); AO—U. S.; C-P.
 ROGERS AIR SERVICE, Box 65, Marina, Tex.
 ROGERS FLYING SERVICE, Box 349, Rogers, Ark.
 ROHN FLYING SERVICE, Muncie Airport, Peoria, Ill.; Dwight Rohn, prop.; Cessna 120, Cessna 140, Twin Cessna, Stinson 165, Beechcraft 35; AO—U. S.; C-P.
 ROLES FLYING SERVICE, Towson, N. D.; Elgar Roles, pres.; Cub, Cessna 120; AO—Dakota area; C-P.
 ROMER, JAMES C., Romer Airport, Holly, Colo.
 ROOSEVELT FIELD, INC., Mineola, L. I., N. Y.
 RORER, HENRY ERNEST, JR., RFD No. 1, Crewe, Va.
 ROSCOE CHARTER SERVICE, Box 455, Salina, Kans.; Fred L. Roscoe, pres.; AO—U. S.; 2 Cessna 190s; C-P.
 ROSEB, H. J., 306 Highview Road, Middletown, Ohio.
 ROSKAY, LELAND C., Rt. 1, Niles, Mich.
 ROSS AIRLINE, Ross Airport, St. Louis, Mo.; W. W. Ross, pres.; 4 Cessna 120s, 4 Cessna 140s, Cessna 150, L-5 Stinson; AO—U. S.; C-P.
 ROSS AVIATION CORP., 7700 N. Broadway, St. Louis, Mo.
 ROSS FLYING SERVICE, Box 523, Grand Island, Neb.
 ROSWELL FLYING SERVICE, INC., Box 474, Roswell, N. M.
 ROUNDUP SKYTRIDERS, Box 174, Roundup, Mont.
 ROUNDY & HOLMES SKYWAYS, Box 248, Burley, Idaho; AO—Isla.
 ROY FLYING SERVICE, Roy, N. M.; James L. Yabrough, prop.
 ROY FLYING SERVICE, INC., Malone, N. Y.
 ROYAL PALM FLYING SERVICE, INC., Fort Myers, Fla.
 RUGBY FLYING SERVICE, Rugby, N. D.
 RUPERT FLYING SERVICE, Rt. 2, Box 16, Beaverton, Ore.
 RUSHMORE FLYING SERVICE, Rapid City, S. D.; Ralph Letellier, prop.; Airmaster 2, Ercoupe (2 place Ercoupe); AO—U. S.; C-P-1-S.
 RUSSELL FIELD, Rte. 3, Box 186, Ft. Worth, Tex.; E. F. Russell, prop.; Stinson, 2 UC-78s, 2 Taylorcraft, 2 Stearman, 5 Cubs; AO—Southwest; C-P.
 RUTLAND AVIATION SCHOOL, Rutland Airport, Rutland, Vt.
 RUTLEDGE FLYING SERVICE, Ashland Airport, Ashland, Ky.
 RUZICKA FLYING SERVICE, Ruzicka Airport, RR4, Kokomo, Ind.

SAFFOLD FIELD, Whitemarsh Island, Savannah, Ga.
 SAGINAW AIR SERVICE, Skyhaven Airport, Saginaw, Mich.; John P. Hooper & John H. Lanschawger, props.
 SAGINAW AIRPORT, Box 4078, Ft. Worth, Tex.
 SALEM AIR SERVICE, INC., McNary Field, Salem, Ore.
 SALINAS AIR SERVICE, Box 175, E. Salinas, Calif.
 SALISBURY AIRCRAFT SERVICE, Box 285, Salisbury, N. C.
 SALLADA, AL., Cherry Springs Airport, Coudersport, Pa.
 SAN ANGELO FLIGHT SERVICE, Box 389, San Angelo, Tex.
 SAN ANTONIO AIR CARRIER, 418 Trenton St., San Antonio, Tex.
 SAN ANTONIO AVIATION, Stinson Field, San Antonio, Tex.
 SAN BENITO FLYING SERVICE, Box 1774, San Benito, Tex.
 SANDERS AIRCRAFT SALES, W. CURREY, Box 681, Shreveport, La.
 SANDERS AVIATION, INC., Box 26, Riverdale, Md.; 2 Ercoupe, Navion
 SANDHILL AIRWAYS, Gordon, Neb.
 SANDPOINT AIR SERVICE, Box 468, Sandpoint, Ida.
 SANDS POINT SEAPLANE BASE, 15 Orchard Beach Blvd., Port Washington, N. Y.
 SANDHARD AVIATION CO., Sanford Airport, Sanford, Me.
 SANGER FLYING SERVICE, INC., Box 178, Kelso, Wash.
 SAWYER, DAVID R., Silver Ranch, Jaffrey, N. H.
 SAX AVIATION CO., Dickinson, N. D.
 SCENIC AIRWAYS, Feltz Field, Spokane, Wash.
 SCENICAIRE PARK, INC., Geneva, N. Y.; Parker A. Stacy, Jr., pres.; Skyraider; AO—300 miles from base; C-P.
 SCHMIDT, EARL & HELM, JR., 4-S Ranch Airport, Rt. 1, Box 4, Bangor, Me.
 SCHNEIDER FLYING SERVICE, Box 712, Seguin, Tex.
 SCHOLZ, EDWARD G., 1824 Highland Ave., Grants Pass, Ore.
 SCHUEFFER, Airport, Phillipsburg, Pa.
 SCHUYLER FLYING SCHOOL, Schuyler Airport, Schuyler, Neb.
 SCOTT AIRCRAFT SALES, INC., Muncie Airport, El Paso, Tex.
 SCOTT FLYING SERVICE, New Orleans Airport, New Orleans, La.
 WILLIS E. SCOTT, P. O. Box 344, Avenal, Calif.; Willis E. Scott.
 SCOTT'S FLYING SERVICE, Greene County Airport, Waynesburg, Pa.
 SEA WINGS, INC., Westport, Conn.
 SEAGRAM AVIATION, INC., Brigham City, Utah.
 SEAPLANE AIRWAYS, INC., Speculator, N. Y.
 SEATTLE SKY RANCH, Issaquah, Wash.
 SELFBRIDGE, R. P., Box 431, Muncie Airport, Kansas City, Mo.
 SEMINOLE AIR SERVICE, Inc., Airport, Folsom, Calif.
 SEMINOLE FLYING SERVICE, Box 414, Tallahassee, Fla.
 SENECA FLYING SERVICE, Muncie Airport, Seneca, Kan.
 SENECA FLYING SERVICE, Box 147, South Side Station, Oil City, Pa.
 SERGIEVSKY BORIS, 300 Central Park West, New York, N. Y.
 SERV-AIR, INC., Muncie Airport, Box 1907, Raleigh, N. C.; Truman W. Miller, pres.; T-30, 3 Seabees, 2 Fairchild, Ercoupe, 3 J-3s, 4 Taylorcraft; AO—N. C.; C-P.
 SEVDY-SORENSEN AVIATION, INC., Worthington, Minn.
 SEVERSON AIR ACTIVITIES, Box 2262, Cut Bank, Mont.
 SHANKSTER FLYING SERVICE, Box 501, Newcastle, Wyo.
 SHANNON AIRCRAFT, Box 531, Maria, Tex.
 SHASTA FLYING SERVICE, P. O. Box 517, Fall River Mills, Calif.
 SHAUGHNESSY FLIGHT SYSTEM, 19 Greencare Rd., Westwood, Mass.
 SHAW AIRCRAFT CO., Muncie Airport, Iowa City, Ia.; Paul B. Shaw, prop.; C-17B, Cessna 140 (Cessna 170); AO—unlimited; P.
 SHAWANO AERO ACTIVITIES, RR 1, Box 7A, Shawano, Wis.
 SHAWNEE AVIATION SERVICE, 635 N. Market St., Shawnee, Okla. (Temporarily suspended).
 SHAWNEE FLYING SERVICE, Shawnee Rd., RFD 2, North Tonawanda, N. Y.
 SHEALY'S FLYING SERVICE, Rte. 1, Newberry, S. C.
 SHEETS FLYING SERVICE, W. H. Box 41, Groveland, Fla.
 SHELBY FLYING SERVICE, INC., Shelbyville, Tenn.
 SHELTON AIR SERVICE, INC., Box 144, Shelton, Wash.
 SHEN-MYER AIRCOURT, Box 389, Harrisonburg, Va.
 SHERIDAN AIR SERVICE, Box 1, Sheridan, Wyo.
 SHERIDAN FLYING SERVICE, 4080 8th St., Williams-ville 21, N. Y.; AO—N. Y., O., Mich.
 SHIELDS FLYING SERVICE, Box 449, Neosho, Mo.
 SHORT PAUL J., 42 W. Scribner Ave., Dubois, Pa.
 SHIREMAN, ERNEST EDMUND, Young's Tourist Court, Madisonville, Ky.
 SHOWALTER CORP., THE, Municipal Airport, Orlando, Fla.; H. W. Showalter, Jr., pres.; 2 Pacers, 2 Navions; AO—U. S.; C-P.
 SHUEY AIR SERVICE, Muncie Airport, Wooster, Ohio.
 SHUMAN SCHOOL OF AERONAUTICS, P. O. Box 1214, Emid, Okla.
 SIEMS AERO-AIDERS, INC., Municipal Airport, Fremont, Neb.; John T. Siems, pres.; 5 Pipers, 2 Cessnas; AO—Midwest U. S.; C-P.
 SILVER CREEK AIR SERVICE, Box 574, Silver Creek, N. Y.; Kenneth A. Ehmk, pres.; Cub (2 Cubs); AO—50 miles from base; C-P.
 SILVER LAKE FLYING SERVICE, INC., Frankfurt, Ky.
 SILVER STATE FLYING SERVICE, INC., Box 2452, Reno, Nev.
 SIMCEK, JOSEPH, 19265 Hickory St., Milan, Mich.
 SIMPSON FLYING SCHOOL, 1130 E. Mulkey St., FORTH Worth, Tex.
 SIMPSON FLYING SERVICE, Philippi, W. Va.; W. I. Simpson, prop.
 SIOUX AIR SERVICE, INC., Municipal Airport, Sioux Falls, S. D.
 SISKIYOU AIRWAYS, Box 186, Montague, Calif.
 SILVER STATE FLYING SERVICE, Sisseton, S. D.
 SKELTON LOUISE A., 321 E. Market St., Mercer, Pa.
 SKIDMORE-FLINT & CO., Box 169, Oak Ridge, Tenn.
 SKROCH FLYING SERVICE, 1529 N. Broadway, Fargo, N. D.
 SKY HARBOR, THE, 608 Westlake N. E., Seattle, Wash.; K. Pierce.
 SKY HARBOR AIR SERVICE, P. O. Box 138, Chennayne, Wyo.
 SKY HARBOR AIR SERVICE, INC., Box 649, Phoenix, Ariz.
 SKY HARBOR FLYING SERVICE, Lewiston-Auburn Airport, Auburn, Me.
 SKY PARK OF CHILLICOTHE, OHIO, RR No. 1, Chillicothe, O.
 SKY SERVICE CORP., Muncie Airport, Evansville, Ind.; Ellis A. Carson, pres.; 2 Norsemen, 2 Aeronaics, Cessna T-30, Station Wagon, Cessna 195, Cessna 120; AO—Middle West, South; C-P.
 SKY SERVICE CORP., Step 12, Petersburg Pike, Richmond, Va.
 Finkley Sowers, pres.; Chief, Cruiser, Norseman, 7 Champions; AO—Richmond area; C-P-S.

SKY SERVICE, INC., 711 S. State St., Ann Arbor, Mich.; C. M. Dixon, pres.; Bonanza (2 Bonanzas); AO-U. S.; C-P.

SKY TAXI, Tulsa Municipal Airport, Tulsa, Okla.; 2 Bonanzas, Lockheed, Cessna; AO-U. S.

SKY TRANSPORTATION CO., P. O. Box 1482, Yakima, Wash.

SKY TRAVEL, INC., Municipal Airport, Cleveland, O.

SKY TRAVEL, INC., Municipal Airport, Houston, Tex.

SKYTRAC ENTERPRISES, INC., Box 8027, Houston, Tex.

SKYTRAC, INC., 1951 50th Place N., Birmingham, Ala.

SKYTRAC SCHOOL OF AVIATION, Municipal Airport, Birmingham, Ala.

SKYVO, INC., 2415 Hubbard Rd., Youngstown, Ohio

SKYWAY, INC., Box 42, Lakport, N. H.; 3 Cessnas (Cessna).

SKYLIFE, INC., Rt. 7, Box 1668, Portland, Ore.; Don Plympton, pres.; 6 Funks (UC-78); AO-Pacific NW; C-P. Cargo not exceeding 60 lbs.

SKYLINE AIR CHARTER, 111 "B" Bayshore Ave., Long Beach, Cal.

SKYLINE AIRWAYS, INC., Box 5448, Baltimore, Md.

SKYLINE AVIATION SERVICE, Warren County Airport, Glens Falls, N. Y.

SKYLINES, INC., Drawer 371, Asheville, N. C.

SKYMERCHANTS, Brown Airport, Tulsa, Okla.; 3 Cessnas, 2 Aeronaics, Piper, Stinson; C-P-A.

SKYMOTIVE, INC., 6671 Anaheim-Telegraph Rd., Los Angeles 22; Clarence Bergen, mgr.; Navion; AO-Western States; C-P.

SKYMOTIVE SALES, INC., Box 505, Park Ridge, Ill.

SKYPARK, Rt. 3, Box 158, Oregon City, Ore.

SKYSERVICE, INC., Linden Airport, Linden, N. J.

SKYTECH, INC., Municipal Airport, Cleveland, O.

SKYWAY AIR SERVICE, INC., Newell, S. D.; C. W. Fiegen, pres.; SKYWAY ASSOCIATES, Box 1368, Bakersfield, Calif.

Fairchild 24, 2 Cessnas (Cessna 170); AO-Midwest; P.

SKYWAY FLYING SERVICE, Box 2005, Great Falls, Mont.

SKYWAY SCENIC SERVICE, 1286 S. 17th East, Salt Lake City.

SKYWAYS AVIATION CO., INC., 1800 S. Western, Okla. City, Okla.

SKYWAYS, INC., Municipal Airport, Norfolk, Neb.

SKYWAYS, INC., Box 178, Vandalia, Ohio

SKYWAYS, INC., Box 532, La Crosse, Wis.

SKYWAYS SCHOOL OF AVIATION, Portland-Trontdale Airport, Troutdale, Ore.; 3 Aeronaics, 5 Cessnas, Bonanza, Stinson; AO-U. S.

SMITH AEROMOTIVE SERVICE, Hialeah, Fla.

SMITH AIRCRAFT, FRED, Munic. Airport, El Paso, Tex.

SMITH & JONES FLYING SERVICE, DeWitt, Ark.

SMITH AVIATION, Rt. 4, Box 216, Kent, Wash.

SMITH FLYING SERVICE, Piercetown, Ark.

SMITH FLYING SERVICE, Jamestown, N. D.

SMITH FLYING SERVICE, Wilkes-Barre Wyoming Airport, Forty-Fort, Pa.; K. Russell Smith, pres.; AO-U. S.; Cruiser, Cessna 140, Cessna 195, T-50; Bonanza 170; C-P.

SMITH, JACK, Felton Field, Cartersville, Ga.

SMITH-LIVINGSTON AIR SERVICE, INC., Box 531, Corvallis, Ore.

SMITHPORT, INC., P. O. Box 156, Utica, N. Y.

SMOLINSKY, A., Perkiomen Valley Airport, Collegeville, Pa.; AO-Pa., N. J., N. Y., Del., Md.

SMYER AIRCRAFT CO., Box 452, Arkansas City, Kan.

SMYER AIRCRAFT SALES & SERVICE, Box 938, Municipal Airport, Ponca City, Okla.

SMYRNA BEACH AERO SERVICE, INC., Box 38, New Smyrna Beach, Fla.

SNYDER ROBERTSON FLYING SERVICE, Box 79, Ottawa, Kan.

SNYDER, ROY E., Alnsworth, Neb.

SNYDER, STANLEY W., Charter & Air Taxi Service, 1 Hillside Ave., Great Neck, N. Y.

SOLOMON VALLEY AIR SERVICE, Munic. Airport, Hill City, Kan.; Clair E. & Edna H. Walts, props.

SOMER-VOLZKE FLYING SERVICE, Sky Village Airport, Utica, N.Y.

SOMERSSET FLYING SERVICE, INC., Box 46, Bedminster, N. J.; Samuel Freeman, pres.; Bonanza, Cessna 140, Ercoupe, 2 Aeronaics, 2 Stinsons; AO-N. J., N. Y., Del., Md., Pa., New England; C-P.

SONORA AIRWAYS, Box 592, Sonora, Calif.

SOO AIRCRAFT SERVICE, INC., Irvington, Kan.

SOLAIA AIR SERVICE, Box 444, Brewton, Ala.

ROUTE FLYING SERVICE, Box 880, Gulfport, Miss.

SOUTH BEND FLYING SERVICE, INC., Chain Lakes Airport, South Bend, Ind.; Warren Oliver, pres.; AO-Midwest; 2 light planes; C-P-S.

SOUTH-CENTRAL AIRLINES, 1061 Chambliss Rd., Whitehaven, Tenn.

SOUTH DAKOTA AIRWAYS, Box 602, Yankton, S. D.; Alan R. Sparrowhawk, pres.; AO-U. S.; Station Wagon, Cessna 140 (Bonanza); C-P.

SOUTH FLORIDA FLYING SERVICE, Box 957, Homestead, Fla.; W. O. Van Tien, prop.

SOUTH GEORGIA FLYING SERVICE, INC., Box 858, Valdosta, Ga.

SOUTH HAVEN AIR SERVICE, Munic. Airport, South Haven, Mich.

SOUTH TEXAS AIR ROUTES, Box 1476, Corpus Christi, Tex.

SOUTHBIDGE SKY PARK, INC., Southbridge, Mass.; C. Stanley Knight, pres.; Voyager, Cessna 140, 2 Cessnas 120s, 2 Champions; AO-500 miles from base; P.

SOUTHEASTERN AIR SERVICE, INC., P. O. Box 712, Atlanta, Ga.

SOUTHEASTERN OHIO AIR SERVICE, INC., P. O. Box 863, Zanesville, O.

SOUTHERN AERO ENGINEERING, Box 1177, Orlando, Fla.; W. W. Storer, pres.; T-50, 2 Taylorcraft BC12D; AO-Southern & Eastern U. S.; C-P.

SOUTHERN AIR SERVICES, P. O. Box 290, Memphis, Tenn.

SOUTHERN AIRWAYS, 331 E. 4th St., N. I. Hialeah, Fla.

SOUTHERN AIRCRAFT SALES CO., INC., New Orleans Airport, New Orleans, La.

SOUTHERN AIRWAYS CO., Munic. Airport, Atlanta, Ga.; 10 DC-3; AO-Southeast U. S.

SOUTHERN AVIATION CO., Albert Whitted Airport, St. Petersburg, Fla.; Robert D. Leon, pres.; UC-78, Champion (Sedan); AO-Fla.; P.

SOUTHERN AVIATION CORPORATION, P. O. Box 1491, Shreveport, La.

SOUTHWEST AEROMOTIVE CORP., Rte. 2, Box 86, Springfield, Mo.

SOUTHWEST AVIATION SERVICE, INC., Altus, Okla.

SOUTHERN CHARTER SERVICE, INC., Munic. Airport, Atlanta, Ga.

SOUTHERN FLIGHT, INC., Box 608, Orlando, Fla.

SOUTHERN FLIGHT SERVICE, INC., Box 1211, Charlotte 1, N. C.; 1 Bonanza, Navion, Cessna (Bonanza, Beechcraft Model); AO-U. S.

SOUTHERN ILLINOIS AIRWAYS, INC., Box 347, Marion, Ill.; 2 Cessnas, 2 Stinsons, Porterfield, Aeronaics, Ercoupe; AO-Ill.

SOUTHERN INDIANA AIRLINES, 209 Citizens Nat'l Bank Bldg., Bedford, Ind.; R. P. Austin, pres.; T-50, Ercoupe; AO-U. S.; C-P.

SOUTHERN MINNESOTA AVIATION SERVICE, INC., Munic. Airport, Owatonna, Minn.

SOUTHERN MISSOURI AIR SERVICE, INC., Rt. 6, Box 502, Springfield, Mo.; Bonanza, 2 Cessnas, Navion.

SOUTHERN VERMONT FLYING SERVICE, Hartness Airport, N. Springfield, Vt.

SOUTHWEST AVIATION, INC., Box 1774, Brownsville, Tex.; Maynard Pennington, pres.; AO-Tex., Mexico; 3 light planes; P.

SOUTHWEST AIR COLLEGE, INC., P. O. Box 1209, San Angelo, Tex.

SOUTHWEST AIR RANGERS, Box 1154, El Paso, Tex.; William E. Mueller, pres.; Stinson, 2 Silverair (Silverair); AO-Southwest; C-P.

SOUTHWEST AIRCRAFT, INC., Meacham Field, Ft. Worth, Texas.

SOUTHWEST KANSAS AIRCRAFT SALES, Munic. Airport, Greensburg, Mo.; G. A. Bertram, prop.; 2 Cessnas; AO-U. S.; C-P.

SOUTHWESTERN SKYWAYS, INC., Box 347, Santa Fe, N. M.; Carl D. Ettinger, Dale R. Erickson, co-owner; 10 SEL (10 SEL); AO-U. S., Canada, Mexico; C-P.

SPA AIR SERVICE, Ballston Spa Airport, Ballston Spa, N. Y.

SPA FLYING SERVICE, Memorial Field, Hot Springs, Ark.

SPAIN'S FLYING SERVICE, P. O. Box 1269, Yuma, Ark.

SPARTA AVIATION SERVICE, Airport, Sparta, Mich.

SPARTAN AIR SERVICE, Box 909, Spartanburg, S. C.; Lewis W. Clayton, pres.; Twin Cessna, Cessna 140, Ercoupe, Super Cruiser, Taylorcraft, PT-17, PT-19, BT-13, 6 Cubs; AO-U. S.; C-P.

SPEEDAIR DELIVERY, INC., 950 Westlake Ave. N., Seattle.

SPEED'S FLYING SERVICE, INC., 23-11 Linden St., Flushing, N. Y.

SPEED FLYING SERVICE, P. O. Box 1171, El Cajon, Cal.

SPILLERS AIR TAXI & CHARTER SERVICE, Box 183, Leavenworth, Wash.

SPILLMAN AERO SERVICE, INC., Box 175, Holyoke, Colo.; Leslie Kunkel, pres.; Cessna 140, PA-12 (Cessna 170); AO-Phillips Co., Colo.; C-P.

SPRINT, IRE, Pellston, Mich.

SPORTSMAN FLYING SERVICE, Emmet County Airport, Pellston, Mich.

SPORTSMEN AIRWAYS, INC., Sky Harbor, Duluth, Minn.; Robert J. Bergman, pres.; Norseman Seaplane, Widgeon, Cub, Cub seaplane, 1 Champion Seaplane, 2 Aeronaics; AO-North Central U. S., Canada; C-P.

SPORTSMEN'S AIR SERVICE, 14 Oak Lane, Davenport, Ia.

SPORTSMEN'S AIRWAY, 249 Cabot St., Beverly, Mass.

SPRING CITY FLYING SERVICE, INC., Rt. 5, Box 574, Waukesha, Wis.

SPRINGFIELD AVIATION CO., INC., Springfield Airport, Springfield, Ill.; Carl A. Sorling, pres.; Stinson 108-1, Aeronaics; AO-U. S.; C-P.

SPRINGFIELD FLYING SERVICE, INC., Rt. 2, Box 80, Springfield, Mo.

SPRINGFIELD FLYING SERVICE, INC., Emory Rd., Springfield, Ore.; Robert C. Good, pres.; Crusair, 2 PA-12s; AO-Northwest; C-P.

SPRINGFIELD FLYING SERVICE, INC., Springfield, Colo.

SPRINGVILLE AIRPORT, INC., Springfield, N. Y.

STAFFORD AIRPARK, Bladell, N. Y.

STANDARD FLYING SERVICE, Municipal Airport, Kansas City, Mo.

STANFIELD FLYING SERVICE, Box 415, Ottumwa, Ia.

STARK FLYING SERVICE, Box 127, Coldwater, Kan.; Victor G. Stark, prop.

STARBUCK FLYING SERVICE, P. O. Box 550, Starbuck, Miss.

STARNES AVIATION SERVICE, KENNETH, Box 2534, Little Rock, Ark.

STARRETT AVIATION CO., INC., P. O. Box 529, Spencer, Ia.; 4 small planes; AO-U. S., Canada; C-P.

STATE AIRLINES, INC., Box 1862, Charlotte 1, N. C.; H. R. Gilbert, Jr.; Bonanza; AO-U. S.; C-P.

STATE COLLEGE AIR DEPOT, INC., State College, Pa.

STATE LINE AIR ACTIVITIES, LTD., Box 187, Birdgeport, Ala.

STATESIDE AIRPORT, R. D. 2, Newburgh, N. Y.

STATESVILLE FLYING SERVICE, Box 1163, Statesville, N. C.

STEINMAN FLYING SERVICE, FRANK, Roosevelt Field, Minnola, L. I., N. Y.; T-50; AO-East, Southeast, Midwest; A.

STEPHENSON AIR AMBULANCE, Box 591, Sebring, Fla.; J. M. Stephenson, prop.

STERRETT'S FLYING SERVICE, Kinsley, Kan.

STEVENS AVIATION CENTER, P. O. Box 718, Connellsville, Pa.

STEVENS AVIATION SERVICE, Box 956, Muskogee, Okla.

STEVE'S FLYING SERVICE, Pelican Lake, Ore., Minn.

STEWART, ARTHUR W., Box 3, Somers, N. Y.

STEWART AVIATION CO., Box 70, Parkersburg, W. Va.; J. Wayne Stewart, pres.; Stinson, Ercoupe; AO-unlimited; C-P.

STEWART FLYING SERVICE, Munic. Airport, Massena, N. Y.

STICKNEY FLYING SERVICE, Edgemont, S. D.

STILES JONES FLYING SERVICE, Shoals, Ind.

STINSON'S FLYING SERVICE, Box 1107, Klamath Falls, Ore.; Chester E. Stinson, prop.

STIRM, RALPH C., Independence, Iowa.

STOCKERT FLYING SERVICE, INC., Bendix Field, South Bend, Ind.

STOCKMAN FLYING SERVICE, Munic. Airport, Williston, N. D.; W. H. Stockman, H. W. Stockman, props.

STODDARD AERO SERVICE, Box 1057, Wink, Tex.; W. L. Stoddard, pres.; UC-78, Voyager, Super Cruiser; AO-U. S.; C-P.

STONE & WELLS FLYING SERVICE, P. O. Box 5097, Jacksonville, Fla.

STOUT FLYING SERVICE, INC., Box 82, Muscatine, Iowa.

STOVER AIR SERVICE, Memorial Field, Hot Springs, Ark.

STRAITS AIR SERVICE, Box 216, Mackinac City, Mich.

STRALEY FLYING SERVICE, Municipal Airport, Clinton, Ia.; 7 Cessnas (2 Cessnas); AO-U. S.

STRATTON AIR SERVICE, FRANK, Prineville, Ore.

STRAUSS SKYWAYS, R. R. 1, Smith Field, Warsaw, Ind.; Frederick Strauss, prop.; Voyager, Cessna 140; AO-U. S.; P.

STUCKEY'S FLYING SERVICE, Box 804, Ruston, La.; S. L. Stuckey, prop.; Voyager, Cessna, 4 Cubs; AO-500 miles from base; C-P.

STULL FLYING SERVICE, 711 6th St., Fairbury, Neb.

TABLE OF AIRLINE DISTANCES BETWEEN PRINCIPAL CITIES OF THE UNITED STATES
(Distances in Statute Miles)

FROM	TO	Atlanta	Baltimore	Boston	Brownsville	Buffalo	Chicago	Cincinnati	Cleveland	Denver	Detroit	El Paso	Jacksonville	Kansas City, Mo.	Los Angeles	Memphis	Miami	Minneapolis	New Orleans	New York	Oklahoma City	Philadelphia	Pittsburgh	Portland, Ore.	Richmond	St. Louis	Salt Lake City	San Francisco	Seattle	Washington, D.C.		
Atlanta	575	933	960	695	583	368	550	1208	595	1293	286	875	1935	375	610	905	427	747	753	663	520	2172	470	467	1580	2133	2190	542		
Baltimore	575	.....	338	1513	273	603	423	305	1505	398	1750	682	962	2313	792	958	948	1001	170	1173	90	194	2367	135	731	1858	2451	2341	33		
Boston	933	338	.....	1881	398	849	737	550	1766	613	2067	1015	1250	2590	1775	1100	1348	536	1695	188	1490	268	478	2553	471	1036	2099	2606	2508	302	
Brownsville	960	1513	1881	.....	1575	1224	1182	1402	1085	1398	682	1025	935	1370	775	1100	1348	536	1695	188	1490	268	478	2553	1403	975	1317	1675	2015	1493	
Buffalo	695	273	398	1575	.....	454	392	175	1368	218	1690	880	862	2195	802	1184	733	1067	291	1117	778	178	2167	375	662	1701	2298	2130	290		
Chicago	583	603	849	1224	454	.....	249	307	918	226	1249	801	413	1741	481	1190	356	831	711	689	664	411	1765	618	1259	1260	1855	1743	594		
Cincinnati	368	423	737	1182	392	249	.....	218	1090	224	1333	628	541	1892	410	957	603	708	568	555	501	258	1987	385	308	1450	2037	1974	403		
Cleveland	550	305	550	1402	175	307	218	.....	1223	94	1321	768	700	2044	627	1058	632	922	404	946	343	115	2063	353	490	1567	2163	2035	303		
Denver	1208	1505	1766	1085	1368	918	1090	1223	.....	1153	554	1468	555	828	878	1732	699	1079	1628	503	1575	1320	985	1485	793	372	946	1020	1490		
Detroit	595	398	613	1398	218	226	234	94	1153	.....	1475	832	643	1976	621	1156	542	938	483	905	444	208	1975	445	452	1490	2087	1945	397		
El Paso	1293	1750	2067	682	1690	1249	1333	1321	584	1475	.....	1481	836	702	978	1662	1156	986	1902	578	1834	1592	1286	1695	1033	689	993	1373	1726		
Jacksonville	286	682	1015	1025	880	861	628	768	1468	832	1481	.....	952	2153	591	328	1192	511	838	988	758	703	2442	550	785	1840	2375	2450	647		
Kansas City, Mo.	675	942	1250	935	862	413	541	700	555	643	836	952	.....	1352	555	1247	413	678	1097	293	1037	784	1397	935	238	922	1300	1505	943		
Los Angeles	1935	2313	2590	1370	2195	1741	1892	2044	828	1976	702	2153	1352	.....	1602	2355	1522	1675	2446	1182	2388	2135	825	2283	1385	577	345	956	2295		
Memphis	335	792	1133	775	802	481	410	687	878	821	978	591	370	1602	.....	878	700	358	953	422	878	660	1852	715	242	1250	1800	1867	703		
Miami	610	958	1258	1100	1184	1190	957	1088	1732	1156	1662	328	1247	2355	878	.....	1516	681	1095	1233	1023	1014	2716	831	1087	2069	2603	2740	927		
Minneapolis	905	948	1125	.....	733	356	603	632	699	542	1156	1192	413	1522	700	1516	.....	1050	1019	692	985	745	1435	1185	464	988	1585	1403	936		
New Orleans	427	1001	1359	536	1697	831	708	922	1079	938	986	511	678	1675	358	681	1050	.....	1173	575	1090	923	2063	899	599	1433	1923	2098	898		
New York	747	170	188	1695	291	711	568	404	1628	465	1902	838	1097	2446	953	1095	1019	1173	.....	1324	83	313	2455	287	873	1972	2568	2419	204		
Oklahoma	733	1173	1490	659	1171	689	735	946	503	905	578	988	293	1182	422	1233	692	575	1324	.....	1256	1013	1468	1122	456	862	1386	1523	1150		
Philadelphia	663	90	268	1614	278	664	501	343	1575	444	1854	758	1037	2388	878	1023	985	1090	83	1256	.....	254	2419	205	808	1923	2318	2388	122		
Pittsburgh	520	194	478	1424	178	411	238	115	1320	208	1592	703	784	2135	660	1014	745	923	1313	1013	254	.....	2174	242	561	1670	2264	2145	188		
Portland, Ore.	2172	2267	2553	1952	2167	1765	1987	2063	985	1975	1296	2442	1397	825	1852	2716	1435	2063	2455	1488	2419	2174	.....	2392	1723	636	536	143	2560		
Richmond	470	135	471	1403	375	618	385	353	1465	445	1695	550	935	2283	715	831	1185	899	287	1122	205	242	2393	.....	699	1850	2456	2362	96		
St. Louis	467	731	1036	975	662	296	308	490	793	452	1033	755	238	1585	242	1067	464	599	873	456	808	561	1723	699	.....	1158	1738	1722	710		
Salt Lake City	1580	1858	2099	1317	1701	1260	1450	1567	372	1490	639	1840	922	577	1250	2098	988	1433	1972	862	1923	1670	636	1850	1158	.....	592	697	1945		
San Francisco	2133	2451	2696	1675	2298	1855	2037	2163	946	2087	993	2375	1500	345	1800	2003	1585	1922	2386	1386	2145	2264	536	2436	1738	592	.....	680	2437		
Seattle	2180	2241	2508	2015	2130	1743	1974	2035	1020	1945	1373	2450	1505	656	1867	2740	1403	2098	2419	1523	2388	2145	143	2362	1722	697	680	.....	2335		
Washington, D.C.	542	33	352	1493	290	594	403	303	1460	397	1726	647	943	2295	763	927	936	968	204	1150	122	188	2360	96	710	1845	2437	2335	.....	

STUTTGART AVIATION SERVICE, Box 688, Stuttgart, Ark.
SUMTER AIRWAYS, INC., Munic. Airport, Sumter, S. C.; E. H. Lysann, Jr., pres.; Super Cruiser; AO—East; P.
SUNNORTH AERONAUTICAL CORP., Munic. Airport, Cleveland.
SUN VALLEY AIR SERVICE, 2400 Airline Way, Phoenix, Ariz.
SUNNY SOUTH AIRCRAFT SERVICE, 9000 N. W. 7th Ave., Miami, Fla.; Robert Urlicko, Jr., prop.; Cessna 190; AO—U. S., Caba, Bahamas, Jamaica; C-P.
SUPERIOR SKYWAYS, 900 S. Heald St., Wilmington 43, Del.
Harry C. Riblett, Prop.
SURFIDE, INC., Rte. 1, Hugo, Minn.
SUSSEX AERO INDUSTRIAL, INC., Route 13, Bridgeville, Del.
SUTERLAND BROS. FLYING SERV., Municipal Airport, Gladwin, Mich.
SWABY, RALPH P., Box 936, Municipal Airport, Lawton, Okla.; R. P. Swaby, prop.; UC-78, Station Wagon, Waco UKCS-5, BT-13, Ecroupe; AO—U. S., C-P.
SWAIN AIR SERVICE, 220 W. 18th St., Erie, Pa.
SWAIN, THEODORE W., 3320 Barbee St., Los Angeles, Cal.
SWIFT AIR SERVICE, Lindberg Field, San Diego, Calif.
SWIFTFAIRE, INC., Box 1489, Las Vegas, Nev.
SWINSON BROS. FLYING SERVICE, Munic. Airport, Pratt, Kan.; E. C. Swinson, pres.; Stinson 165, 3 Cruisers (Stinson 165); AO—Kan.; C-P.
SYLVA FLYING SERVICE, Sylva, N. C.
SZELESTEY FLYING SERVICE, Boscobel Airport, Boscobel, Wis.

T

TABER FLYING SERVICE, Harlowton, Mont.
TACOMA FLYING SERVICE, Rt. 9, Box 2978, Tacoma, Wash.; PA-12, J-1, 2 Lucombes; AO—U. S.; C-P.
TANGER CHARTER SERVICE, Tanger Airport, Bellefontaine, Ohio.
TANNER, BOB, Fort Lavaca, Tex.
TANNER FLYING SERVICE, Floydada, Tex.; W. H. Tanner, prop.; PA-12; AO—U. S., P.
TAPPAN AIRWAYS, INC., Pierson Park, Tarrytown, N. Y.
TAYLOR AVIATION, New Kingstown, Pa.
TAYLOR, ROBERT, Box 100, Quakertown, Pa.
TAYNOR-HARRIS AVIATION SERVICE, Champaign Airport, Box 617, Champaign, Ill.
TENNESSEE VALLEY FLIGHT SERVICE, INC., P. O. Box 613, Decatur, Ala.; Luke Pryor, prop.; Cub, UC-78, Stearman, Fairchild 24, Luscombe BT-13A, 3 Stearman, 5 Aeronaas; AO—U. S.; C-P.
TERRY AIRCRAFT SALES & SERVICE, Helena, Ark.
TERRY FLYING SERVICE, Box 129, Chapman Field, Waterloo, Ia.; Merrill L. Terry, mgr.; Stinson 165, 3 Cessna 140s (Stinson, Cessna 170); AO—Midwest; P.
TETERBORO AVIATION SALES & CHARTER, INC., Teterboro Airport, Teterboro, N. J.; 2 Aeronaas, Stinson, Bonanza; AO—U. S.
TREW AVIATION SERVICE, Raleigh-Durham Airport, Raleigh, N. C.
TEXAS AERONAUTICS CO., P. O. Box 1012, Beaumont, Tex.
TEXAS AVIATION CORP., Box 1025, Pounds Field, Tyler, Tex.
TEXAIR AVIATION, INC., Red Bird Airport, Dallas 11, Tex.
TEXOMA AVIATION CO., INC., Box 680, Denison, Tex.
THIESSEN FLYING SERVICE, 210 1/2 E. St., Hamburg, Iowa; Paul L. Thiesen, prop.
THOMAS AIR SERVICE, Box 201, Munic. Airport, Farmington, N. M.
THOMAS FLYING SERVICE, Cornelia Fort Airport, Nashville, Tenn.; Norman A. Thomas, Prop.
THOMPSON, B. L., Box 907, Liberal, Kan.
THOMPSON, C. M., Towanda Airport, Towanda R. D., Pa.
THOMPSON CO., INC., Box 4061, Warrington, Fla.
THOMPSON FLYING SERVICE, Kobbler Airport, Kobbler, Wis.
THOMPSON FLYING SERVICE OF SALT LAKE, Airport #1, Salt Lake City, Utah.
THOMPSON, EARLAN, 2815—4th St. N., Billings, Mont.
THOMPSON, WILLIAM A. R. D., 6, Washington, Pa.
THRALL, ALBERT DWAIN, Box 132, Cuyman, Okla.
THUNDER BAY FLYING SERVICE, RFD 2, Alpena, Mich.
THUNDERBIRD AVIATION CO., Box 86, Gallup, N. M.
TIBBS, SCOTT R., 311 3rd St., Franklin, La.
TIFFIN SCHOOL OF AERO, R. 3, Tiffin, O.
TOCCOA FALLS FLYING SCHOOL, INC., Letourneau Airport, Toccoa, Ga.
TOLEDO FLYING SERVICE, INC., Municipal Airport, Toledo, O.
TOLEY, MILTON C., 48 Windsor St., Attica, N. Y.
TOMCO AVIATION, INC., Munic. Airport, San Antonio, Tex.; F. L. Thomas, Jr.; T-50, Cessna 195, several Cessna 140s; AO—U. S.; C-P.
TOPEKA AIRCRAFT SALES & SERVICE, Municipal Airport, Topeka, Kan.
TORONTO AIR SERVICE, INC., Box 234, Toronto, Ohio.
TORRINGTON FLYING SERVICE, Box 204, Torrington, Wyo.
TOR-WIN, Tor-Win Airport R. F. D. 3, Winsted, Conn.
TOTH AIRCRAFT & ACCESSORIES CO., Munic. Airport, Kansas City, Mo.; 2 Navions, 2 Cessnas, Fairchild (10 Navions); AO—Midwest U. S.
TOWLE FLYING SERVICE, Munic. Airport, Wausau, Wis.
TOWN OF MYRTLE BEACH, Box 1517, Myrtle Beach, S. C.
TRADEWIND AIRCRAFT CORP., Box 1377, Amarillo, Tex.
TRANB-AIR, INC., Freeman Field, Seymour, Ind.
TRANSWIFT AVIATION CO., 1120 S. 11th West, Salt Lake City 4, Utah.
TRAVIS FLYING SERVICE, Mecosta Cy. Airport, Big Rapids, Mich.
TREATY CITY AIRPORT, Treaty City Airport, Greenville, Ohio; R. W. Bleyer, pres.; Navion, Cessna, Bonanza; AO—U. S.
TRI ANGLE AIRPORT, INC., Cross Keys, N. J.
TRIANGLE AVIATION, INC., Stanton, Md.
TRI-CITIES AIR SERVICE, INC., RR 1, Triangle Airport, Hammond, Ind.
TRI-CITIES AVIATION SCHOOL, INC., Tri-Cities Airport, Endicott, N. Y.
TRI-CITY FLYING SERVICE, Tullahoma, Tenn.; J. E. Martin, J. G. Puckett, J. M. Couetta, props.
TRINIDAD AIR SERVICE, Box 137, Trinidad, Colo.; Perry F. Stokes, Prop.
TRIPLE CITIES AIRWAYS, INC., R. D. 2, Waverly, N. Y.
TRI-STATE AIRWAYS, RFD #1, Tri-State Airport, Angola, Ind.
TRI-STATE AIRWAYS CO., Box 163, Bryan, O.
TRI-STATE AVIATION CORP., Cincinnati Airport, Sharonville, Ohio.
TROH'S AIR TAXI, 1949 S. E. 156th Ave., Portland, Ore.

TROPICAL FLYING SERVICE, INC., Box 715, St. Petersburg, Fla.; L. L. Hederman, pres.; 10 single-engine land planes, Seabee, Air Phantom; AO—Gulf, Fla., So. Atlantic; C-P-3-1.
TRULOCK FLYING SERVICE, Box 4, Charleston, S. C.; F. Trulock, prop.; 11-AC, J-5, Taylorcraft DCO, BC-12D, 3 Aeronaas 7-ACs; AO—Charleston area; P-1.
TRUMBLE, RAYMOND G., Chandler Field, Fresno, Calif.
TUFTS-BELGUMISE, INC., Box 406, Elmhurst, Ill.
TULSA FLYING SERVICE, Tulsa, Okla.
TUMCUMCARI FLYING SERVICE, Tumcumcari Airport, Tumcumcari, N. Mex.
TUPELO FLYING SERVICE, 409 N. Madison St., Tupelo, Miss.
TURNER AERONAUTICAL CORP., ROSCOE, Weir Cook Munic. Airport, Indianapolis; Col. Roscoe Turner, pres.; unspecified number of Taylorcraft, Vultee BT-13A, Alance, Bonanza, Seabee, Twin-engine Beecher; AO—U. S.; C-P.
TURNER FLYING SERVICE, Munic. Airport, Broken Bow, Neb.
TURNER, GRANT W., 291 Juniper, Elko, Nev.
TUSCARAWAS COUNTY AVIATION, INC., Munic. Airport, New Philadelphia, Ohio.
TUSKEGEE AVIATION, INC., Moton Field, Box 3, Tuskegee Institute, Ala.
TWIN CITIES FLYING SERVICE, Twin Cities Airport, Benton Harbor, Mich.
TWIN CITY AIRWAYS, P. O. Box 1185, Texarkana, Ark.; Fred W. Kingston, Jr., & Howard E. Webb, Props.
TWIN CITY FLYING SERVICE, Wold Chamberlain Airport, Minneapolis, Minn.; 2 Pipers, Stinson; AO—Midwest U. S.
TYRONE SPEEDWAY AIRPORT, 1238 Pennsylvania Ave., Tyrone, Pa.
TYSON & LENTZ, P. O. Box 725, Laramie, Wyo.

U

U. S. FLYING SERVICES, INC., Albert Whitted Airport, St. Petersburg, Fla.
UNDERWOOD FLYING SERVICE, P. O. Box 622, Yakima, Wash.
UNGERER FLYING SERVICE, Box 327, Maryville, Kan.; Carl L. Ungerer, mgr.; Cessna 120 (Cessna 170); AO—U. S.; C-P.
UNION AIRCRAFT CORP., Monroe Munic. Airport, Monroe, N. C.; J. Ray Shute, pres.; BT-13, L-2, Twin Cessna, 2 Howards, 2 FT-26s, 2 PT-15s, 1 C-47, AO—Ft. Smith area; C-P-1.
UNITED AERO ACTIVITIES, Lewis Airport, Buchanan, W. Va.
UNITED AERO SERVICE, INC., P. O. Box 1028, Charlotte, N. C.; E. F. Hovington, pres.; Stinson SK-5, Voyager, 3 Aeronaas; AO—Carolina; C-P.
UNITED AERONAUTICS, INC., Box 355, Mineral Wells, Tex.; 2 Cessnas, 3 Pipers; AO—Tex.
UNITED AIRMOBILE, INC., Box 1554, Merrill Field, Anchorage, Alaska.
UNIVERSAL FLIGHT SCHOOL, Box 146, Lambert Airport, St. Louis 21, Mo.
UNIVERSAL FLYERS, Culver City Airport, Culver City, Calif.
UNIVERSITY OF OKLAHOMA, Max Westheimer Field, Norman, Okla.
USHER AVIATION, INC., Munic. Airport, New Haven, Conn.
USSELLMAN FLYING SERVICE, Parks Metropolitan Airport, East St. Louis, Ill.; Harry C. Usselman, Prop.
UTAH PACIFIC AIRWAYS, INC., P. O. Box 1187, Ogden, Ut.
UTILITY AIR TRANSPORT, Box 67, Long Beach, Calif.
UVALDE FLYING SERVICE, Garner Field, Uvalde, Tex.

V

VACIN-HIRST FLYING SERVICE, Box 329, Enid, Okla.
VAL-AIR, INC., Box 771, Lamar, Colo.
VALENTIN AIR SERVICE, Box 127, Marion, Ill.
VALENTINE AIR SERVICE, Valentine, Neb.; J. R. Harvey & Kenneth L. Brown, props.; PA-12; AO—U. S.; P.
VALLEJO AIR HARBOUR, Box 993, Vallejo, Calif.
VALLEY AIR PARK, Middleburg, N. Y.
VALLEY AIR SERVICE, Box 561, Lanett, Ala.
VALLEY AIR SERVICE, Box 1181, Grand Junction, Colo.
VALLEY AIR SERVICE, P. O. Box 345, Sunnyside, Wash.
VALLEY AIRMOBILE CORP., Box 281, Logan, Utah; 2 Cessnas, 3 Pipers.
VALLEY AVIATION, Las Animas, Colo.
VALLEY FLYER, P. O. Box 901, Glasgow, Mont.; R. S. Jondahl & C. D. Markle, props.; Waco, Cessna, Stinson; AO—NE Mont.; C-P.
VALLEY FLYING SERVICE, P. O. Box 284, Pauls Valley, Okla.
VALLEY FLYING SERVICE, INC., Harrisburg, Ore.
VALLEY ISLE AVIATION, Kahului, Maui, T.
VALPARAISO AERO CLUB, INC., Box 149, Valparaiso, Ind.
VAN-AIR SERVICE, 166 Smith St., Poughkeepsie, N. Y.
VAN-JENSEN FLYING SERVICE, Creighton, Neb.
VAN PETER FLYING SERVICE, 1514 Lucia Ave., Waukegan, Ill.
VAN WERT FLYING SERVICE, Munic. Airport, Van Wert, Ohio.
VANDALLA FLYING SERVICE, INC., Box 64, Vandallia, Ill.
VANDER VERT'S SCHOOL OF FLYING, Feltz Field, Spokane, Wash.
VANDERKLOOT, W. J. & Co., 228 Manhasset Ave., Manhasset, N. Y.
VAN'S AIR SERVICE, INC., Box 227, St. Cloud, Minn.; 2 Cessnas, 1 Stinson, 1 Navion; AO—U. S.
VARNER AIR INDUSTRIES, INC., Box 351, Willows, Calif.
VAUGHAN FLYING SERVICE, University Airport, Bowling Green, O.
VERDE AIR SERVICE, Box 216, Clemenceau, Ariz.
VERMONT FLYING SERVICE, INC., Barra, Vt.
VEST AIRCRAFT & FINANCE CO., 4600 Dahlia St., Denver 16, Colo.
VETERAN'S CHARTER SERVICE, Box 1348, Thermopolis, Wyo.
VIA AIR ST. CLAIR COUNTY AIRPORT, St. Clair County Airport, Fort Huron, Mich.
VICK & EARHEART FLYING SERVICE, Cornelia Fort Airport, Nashville, Tenn.
VICKERS AIRCRAFT, Munic. Airport, Lubbock, Tex.; James J. Vickers, prop.
VICTOR AVIATION, INC., Box 504, Sherman, Tex.
VIRGINIA AIRCRAFT SALES CO., Lester Airport, Martinsburg, Va.
VIRGINIA AIRWAYS, INC., Box 753, Emporia Airport, Emporia, Va.

VIRGINIA-CAROLINA FLYING SERVICE, INC., Box 1385, Martinsville, Va.
 VIRGINIA CUB DISTRIBUTORS, Box 909, Charlottesville, Va.
 VOGEL FLYING SERVICE, Titusville Airport, Titusville, Pa.
 VOGEL FLYING SERVICE, La Salle, Ill.
 VOLPE'S FLYING SERVICE, Box 28, Claremont, N. H.; Henry Volpe, pres.; Voyager, Super Cruiser, Ecouperie, 6 Cab trainers; AO—Eastern states & Canada; C.P.
 VOLUSIA AVIATION SERVICE, INC., Box 1667, Daytona Beach, Fla.
 VOSSLER FLYING SERVICE, Box 387, Porterville, Calif.

W

W F AIR SERVICE, Box 101, W. Frankfort, Ill.
 WAL AIRWAYS, Rutherford St., Wadeboro, N. C.
 W. T. D. FLYING SERVICE, Box 1028, McCamey, Tex.; M. Orlis & C. Eddleman, props.
 WABASH FLYING SERVICE, Mt. Carmel, Ill.
 WACO AVIATION SCHOOL, INC., P. O. Box 1993, Waco, Tex.
 WADE AIRCRAFT, 3200 Dewey St., Santa Monica, Cal.; 2 Luscombe, 1 Beechcraft, Bonanza; AO—U. S.
 WADE FLYING SERVICES, INC., Bowman Field, Louisville, Ky.
 WADENA AIR SERVICE, Wadena, Minn.
 WAIT, WENDELL L., Box 2, Midland, Mich.
 WALKER AIRCRAFT, Box 326, Monterey, Calif.; Alton H. Walker, prop.
 WALKER FLYING SERVICE, Box 41, Palacios, Tex.; R. T. Walker, prop.
 WALLA WALLA SKY RANCH, Rt. 1, Box 2754, Walla Walla, Wash.
 WALLACE AIR SERVICE, INC., Box 2303, Spokane, Wash.
 WALLACE AIRCRAFT CO. SEAPLANE BASE, 127 Ringling Blvd., Sarasota, Fla.
 WALLY'S FLYING SERVICE, RFD Rte. 5, Bemidji, Minn.; Walter E. Zimmer, prop.
 WALWORTH COUNTY AIRWAYS, INC., RFD No. 3, Elkhorn, Wis.
 WAPELLO FLYING SERVICE, Wapello, Iowa.
 WARD FLYING SERVICE, 406 N. 14th St., Murphysboro, Ill.
 WARD FLYING SERVICE, RFD 4, Dexter, Mo.
 WARREN BROS. FLYING SERVICE, Box 205, Koxboro, N. C.; M. Warren, mgr.; PA-12 (PA-12); AO—U. S.; C-P.
 WARREN FLYING SERVICE, 2850 14 Mile Rd., Warren, Mich.
 WARRENSBURG FLYING SERVICE, INC., Box 336, Warrensburg, Mo.
 WASHINGTON AERONAUTICS CO., INC., Munic. Airport, Washington, Ind.
 WASHINGTON FLYING SERVICE, Box 409, Washington, Ia.
 WASHINGTON SKYWAYS, Pasco, Wash.
 WATERTOWN AIR SERVICE, Box 193, Watertown, Wis.
 WATSON & TAYLOR FLYING SERVICE, Brewton, Ala.
 WATSON FLYING SERVICE, 1050 6th St., Las Vegas, N. M.
 WATERS AIRWAYS, Grand Marais, Minn.
 WATTS AERIAL AMBULANCE, INC., 1301 North Robinson, Okla. City, Okla.
 WATUPPA SEAPLANE SCHOOL, Fall River Seaplane Base, N. Westport, Mass.; P-I.
 WAUPUN FLYING SERVICE, Box 34, Waupun, Wis.
 WEATHERLY CAMPBELL AIRCRAFT, Highland Park Airport, Dallas, Tex.
 WEBB AVIATION SERVICE, Box 1558, Munic. Airport, Pampa, Tex.; Roy A. Webb, Jr., pres.; T-50, Cess 140 (Cessna 170); AO—Tex.; Okla. N. H. Webb, Jr., pres.; T-50, Cess 140 (Cessna 170); AO—Tex.
 WEBSTER AVIATION CO., INC., Box 22, Waukesha, Wis.
 WEBSTER CITY FLYING SERVICE, Webster City Airport, Webster City, Ia.
 WEBSTER AIRWAYS, INC., DANIEL, RFD 1, Nashua, N. H.
 WECKEL, ORVAL S., Box 598, Portales, N. Mex.
 WEGGERS AIRPLANE SEEDING & DUSTING CO., Rt. 1, Box 208, Woodland, Calif.
 WEIKLE, LAYMAN, Covington, Va.
 WEIKLE, WHEELER L., RFD 2, Box 341, Roncovevte, W. Va.
 WEISS AIRPORT, Rt. 12, Box 140, Kirkwood 22, Mo.
 WEISSE FLYING SERVICE, Box 491, Covington Airport, Covington, Va.
 WELBORN AIRCRAFT SALES CO., INC., Waynesboro, Ga.; A. W. Welborn, pres.; T-50, Cessna 140, Swift 125, Taylorcraft, J-3, 2 Super Cruisers; AO—mainly Southeast; P.
 WELD AIRCRAFT, INC., Box 909, Greeley, Colo.
 WELLES AIRCRAFT CORP., THE, Channing County Airport, Elmira, N. Y.
 WELLS SCHOOL OF AVIATION, INC., P. O. Box 471, Hutchinson, Kan.; Roland O. Wells, pres.; AO—400-mi. radius; 2 single-engine planes; P-I/C.
 WENATCHEE AIR SERVICE, INC., Box 1160, Wenatchee, Wash.
 WERLE FLYING SERVICE, Werle Airport, Dunkirk, N. Y.
 WERLING AIR SERVICE, Pittsburgh-Butler Airport, Butler, Pa.
 WERNER FLYING SERVICE, INC., Box 803, Tomahawk, Wis.
 WES-TEX AIRCRAFT, Rt. 1, Munic. Airport, Lubbock, Tex.
 WEST BEND FLYING SERVICE, INC., Box 94, West Bend, Wis.
 WEST CENTRAL AIRLINES, INC., Sterling Bldg., Houston, Tex.
 WEST CENTRAL AIRWAYS, INC., Municipal Airport, Fergus Falls, Minn.; 6 Cessnas, 1 Navion; AO—U. S.
 WESTCHESTER AIRPORT, INC., Box 22, Armonk, N. Y.
 WEST FRANKFORT AIR SERVICE, Box 101, West Frankfort, Ill.
 WEST LANE FLYING SERVICE, Box 1239, Stockton, Calif.
 WEST MEMPHIS FLYING SERVICE, INC., Box 475, West Memphis, Ark.
 WEST TEXAS AVIATION, P. O. Box 227, Sweetwater, Tex.
 WEST TEXAS FLYING SERVICE, Box 801, Midland, Tex.
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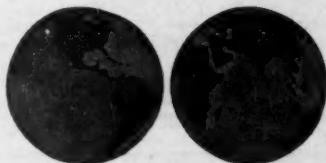
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31 *What to Expect from Wirebound*—an attractive booklet which presents the construction principles of wire-bound boxes and crates. Includes 24 case studies.

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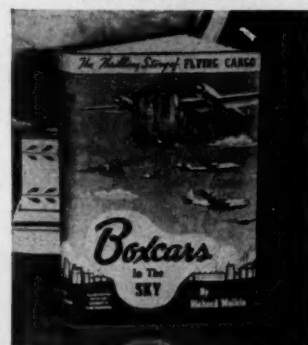
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43 Here's the very latest issue of the New York State Airport Map and Directory. This is a revision of the last map offered in these columns.

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VIPS In Flight

NOT until the current campaign have presidential nominees taken to the air as a means of transportation. This time, however, the candidates of both major parties, Gov. Stevenson and General Eisenhower flew to many of their destinations. American Airlines had its hands full making the necessary arrangements for the nominees, which included the preparation of their favorite dishes.

P. G. Woodhouse, secretary of the Scottish Whiskey Association, came to New York recently for discussions with leading American and Canadian importers, and G. Lindsey-Clark also arrived at New York on his way to Australia. The latter is the managing director of the Broken Hill Company, and his flights were made purely for business reasons. BOAC was the carrier for both these businessmen as it was also for Robert C. Schnitzer, general manager of the State Department-sponsored Berlin Festival.

From Greater Pittsburgh Airport, 94 people associated with H. G. Burr, Inc., consulting engineer firm, flew to Belgium by way of TWA. The carrier reported that

this was the largest group ever to make an overseas flight from this airport. A combined business-pleasure trip was given as the reason for this mass exodus abroad.

India's T. P. Nilakantan, director of aircraft development and research in that country, came to study American helicopters. He was particularly interested in Hiller's H-23, now in active service for the armed forces.

Eight businessmen from Los Angeles flew from Miami to San Juan, Puerto Rico, to study the manufacturing developments there. These eight represent various Los Angeles factories interested in the island's growing industrial plants. They went by way of Pan American World Airlines, and stopped in Mexico en route.

Braniff recently carried Jess Root, Buenos Aires manager of the Anderson Clayton Company, in his most recent trip.

Sir Frank Lee, permanent secretary of the British Board of Trade left London via BOAC for some important discussions in Washington. The discussions concerned American and British reciprocal film rights.

More and more businessmen, and shippers included, are making the most of air transportation.

Bonanza Records Increase

LAS VEGAS—The major airlines are not alone in chalking up records this year. Bonanza Airlines is one of the many smaller carriers currently finding the air age profitable, with cargo as well as passenger traffic up to a record high. Bonanza attributes part of this gain to the recent extension of its route through to Los Angeles, although substantially increased loads were noted over the older portions too.

Speedpak Keeps Food Cold

SYDNEY—New use has been found for the Speedpak, the detachable 'underbelly' that increases cargo space on Lockheed's Constellations. Qantas Empire Airways has discovered that frozen foods will stay frozen without refrigeration in the Speedpak at high altitudes. This fact is especially useful, inasmuch as Qantas has been carrying frozen foods to its Cocos Island airbase since the beginning of September. This base is situated in the Indian Ocean on the carrier's 8493 mile route stretching from this city to Johannesburg, South Africa.

Carpet Flies to Boston

BOSTON—From San Francisco came a 'flying carpet'—1100 pounds of enamel surface rug, thought to be the world's largest to go by air. Measuring 9 by 228 feet, the rug was flown here recently by a United Air Lines Cargoliner and then rolled out in front of a local department store for durability testing. The rug proved a natural for air cargo.

Hats Fly as Airfreight

MIAMI—On the last day of summer, 7262 unfinished hats arrived here from Ecuador bound for the Hat Corporation of America, in Connecticut. Valued at \$4695, the hats were flown here by Pan American World Airways to be completed for sale next summer, or to be worn this winter in Florida. That's known as long range planning, which is suitable for air cargo movements.

'Copter Flies Tea Cargo

TETERBORO, N. J.—In an experimental try to determine the cost and usefulness of helicopters for the delivery of perishable cargo and other valuable merchandise, a helicopter recently loaded up with 100 pounds of tea and lifted it to Hackensack. This form of air shipping was used also to dodge the traffic that normally jams the highways between this city and Hackensack, a relatively short distance away. The experiment proved successful for goods of this type traveling over distances this short. Helicopters can, of course, carry heavier loads too.

Fights Restrictions

MIAMI—Plans to remove restrictions on the air express shipping of small animals for research purposes are being spearheaded by National Airlines. For this action, gratified scientists have written their thanks to the carrier, whose action is evidently taken in the interests of science and public health. The additional speed given air express shipments would keep the subjects in prime condition for laboratory study in biology and medicine.

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Increases Cargo Space

NEW YORK—More cargo space has been provided for on American Airlines' DC-6Bs than had originally been planned for those transports. This is accomplished by using the extra forward compartment for airfreight rather than passengers and thereby bringing the total cargo weight carried up to 8000 pounds. American carries about 70% of its cargo in its combination cargo-passenger transports.

Airport Notes Increase

OAKLAND—The airlines are not alone in reporting airfreight increases. Proof that more and more shippers are turning to air cargo has come from this city's Municipal Airport, which reported that over one-half million more pounds have been shipped and received there during the first seven months of the year than during the same period in 1951. The total recorded was 10,500,000 pounds through Oakland alone.

Takes Air Cargo Survey

CHICAGO—A survey taken by United Air Lines of its extensive air cargo activities proved that 10% of all the carrier's freight shipments begin or end outside the United States. UAL feels that this figure indicates that an increasing number of shippers in foreign countries are learning about its services. The carrier at present has interline agreements with 103 other airlines, and conducts all-cargo flights operated between 10 major cities from coast to coast.

TAL Gets Renewal

OAKLAND—Operating the Trust Territory of Pacific Islands since July 1, 1951, when it had taken over from the United States Navy, Transocean Air Lines has been awarded a renewal of its contract for one year. Over three million square miles are covered by the carrier for the government, linking all the district centers together in its regular and emergency flights. The new contract was awarded by Elbert D. Thomas, High Commissioner, who administers the thousands of islands comprising this territory for the United Nations.

One of TAL's more recent duties was the emergency food drop of over a ton of flour and other foodstuffs to a wave-battered island called Kill. Twin-engine amphibian planes are used on all operations.

Starts Air Cargo Campaign

NEW YORK—More and more airlines are concentrating on airfreight to a greater extent than ever before. One of these, Scandinavian Airlines System, has announced a more intensified sales campaign that is expected to produce at least a 20% revenue increase during the 1953 fiscal year. One of the first steps taken by SAS has been the national expansion of its Cargo Sales Division. Also, George Stytbel, formerly in charge of Cargo Marketing Research and Sales Development has been promoted to the post of Assistant to Cargo Sales Manager, John Church, in keeping with the new policy of expansion. SAS plans greater emphasis on market analysis and sales planning for airfreight.

'Copter Hits New Record

BUFFALO—A new record for helicopters nonstop long-distance flying was recently established by a Bell Model 47D-1 craft piloted by Elton J. Smith. Having left Fort Worth, Texas, at 6:41, the plane flew a great circle course and landed at Bell's main plant adjoining the Niagara Falls Municipal Airport 12 hours, 57 minutes and 30 seconds later. Distance flown was 1234 miles. This flight beats both the official and unofficial records established in 1946 and 1951 respectively.

RCAF Gets 3 C-119s

HAGERSTOWN—Three C-119s, familiarly known as 'Flying Boxcars' have been received by the Royal Canadian Air Force at Alberta and Manitoba. These transports were the first of this type to be built for a foreign country. Weeks before the cargo planes were flown to Canada, 16 RCAF officers and airmen received C-119 reorientation at Fairchild's plant here. Now the company's Edward Newkirk is based at Edmonton acting as C-119 consultant for RCAF stations.



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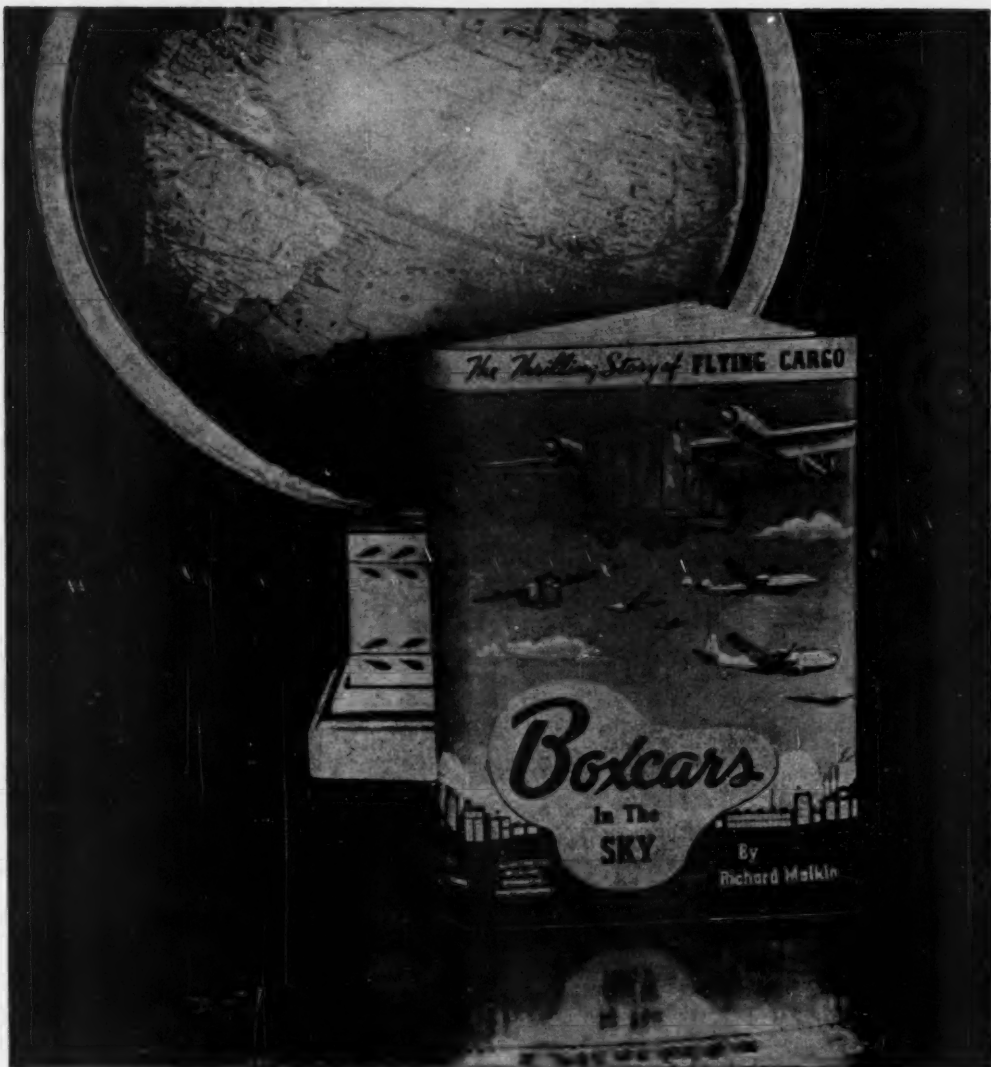
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NWA Adds Cargo Flights

ST. PAUL—Since a considerable quantity of scheduled all-cargo flights have been started or re-introduced over the North Atlantic, the start of a similar service over the Pacific Ocean seemed destined to follow as a matter of course. That is exactly what has happened. Northwest Airlines has begun the first, and so far the only scheduled all-cargo service from New York to the Orient.

For this service, NWA has put specially modified DC-4 equipment with large double doors and 12,000 pounds load capacity into use. According to Louis A. Cholot, the carrier's veteran eastern cargo sales manager, the increased service is in response to the demand for cargo space between those points mentioned in addition to that provided by the airline's regularly scheduled passenger flights.

Flight 815, the New York-Tokyo service, leaves Idlewild on Thursday and reaches Tokyo Monday morning. Flight 816, the return trip, leaves Tokyo each Friday, and reaches New York the following Tuesday morning. Space aboard the cargo DC-4, says Cholot, is by reservation only.

Adds All-Cargo Service

NEW YORK—Pan American World Airways has expanded its transatlantic all-cargo service as of September and extended it to the Middle East. This additional service, flown once a week in a DC-4, takes airfreight from New York to London, Brussels, Frankfurt, Istanbul and Beirut. With this service, Pan Am now flies twice weekly one-plane all cargo service, the other in a DC-6A, over the North Atlantic.

In Chicago, Pan Am's cargo department manager, Larry Hines, is presenting a course on air cargo transportation at the Latin American Institute. This course tests further to the growing success and importance of air cargo.

B-29 is 10!

SEATTLE—Almost coincident with the start of this magazine was the first flight, 10 years ago of Boeing's famous bomber, the B-29. The *Superfortress* more than doubled the weight of the company's earlier B-17 *Flying Fortress*, and had almost twice the power. To a nation at war, as we were back in 1942, these factors helped in developing the air superiority we needed to win the war. Now 10 years old, the B-29 has been superseded by still bigger bombers, but it is still far from outmoded, and its war record is destined to keep its fame alive for years to come.

Extends Directional Rates

CHICAGO — Low directional airfreight rates on eastbound shipments flown by United Air Lines have been extended by the Civil Aeronautics Board. Established in 1949 to balance eastbound and westbound volumes, the rates originally were supposed to have expired by September 1. The extension has been indefinite, however, and the rates range as low as 40% under minimum standard rates and cover a huge variety of commodities. Among these are manufactured goods and agricultural products.

Emergency Parts Flown

COPENHAGEN—Four hours of frantic telephoning and cabling brought assistance to a cargo ship lying off the Middle East port of Bahrain. About 2000 machine parts were urgently needed, and these were flown in what is considered "the most difficult air transport operation carried out to date in Scandinavia." To perform this feat, charter of a Bristol *Freighter* belonging to Silver City Airways was made by Air Carriers' Agency of Kaastrup. Delays were caused by fuel rationing and the need to get a visa quickly for a Danish engineer. Nevertheless, the flight was made in 48 hours, the cargo flying by way of Marseilles, Malta, Nicosia and Baghdad.

'Sky Trains' To Haul Cargo

SYDNEY—A new concept in air cargo hauling has been devised that may shortly be put into use. This is the use of 'sky trains'—air gliders in a row towed by a specially designed plane. Each glider in the 'train' will carry airfreight and will have a pilot who can unhook his craft and steer it to its destination. Butler Air Transport, Ltd. has already applied for a license.

Sees 8% Gain in Cargo

WASHINGTON, D.C.—From new heights established in 1951, airfreight transportation is expected, by at least one source, to climb 8% higher. This was the estimate set by the Air Transport Association as it scanned the half-year returns registered by the scheduled airlines. As such, the cargo estimate trails close behind the passenger estimate, set at 8.2%.

El Al Moves Cargo Section

IDLEWILD, N. Y.—Cargo section of El Al Israel Airlines, formerly located at Springfield Gardens has moved to new quarters at New York's International Airport (Idlewild). The enlarged facilities, states Charles H. Vasseur, the carrier's cargo manager, and the favorable position at the airport facilitates the handling of the increased volume of airfreight El Al flies between New York and certain cities in Europe and Africa.

IATA Lists Record Mark

LONDON—For the first time in its five year history, the IATA Clearing House here broke the \$100,000,000 mark. The actual figure of interline traffic transactions for the first six months of this year by International Air Transport Association came to \$100,435,000, an increase of 33% over the same period of 1951. June itself totaled \$18,225,000, or 36% more than it did the year before. At this rate, observers feel, the overall figure for 1952 will be staggering.

Odd Items Listed as Cargo

NEW YORK—While an increasing variety of objects are being airfreighted every day, cargo handlers of Panagra are finding some of the items indeed strange. Canaries and copihue flower seeds are fairly standard stuff on air cargo manifests, but a trifle more rare are mice and live insects, leg-horn chicks, chinchillas, live lobsters and a Kerry Blue dog. Extraordinary care had to be exercised so that none of the cargoes mixed.

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NO son un Problema**



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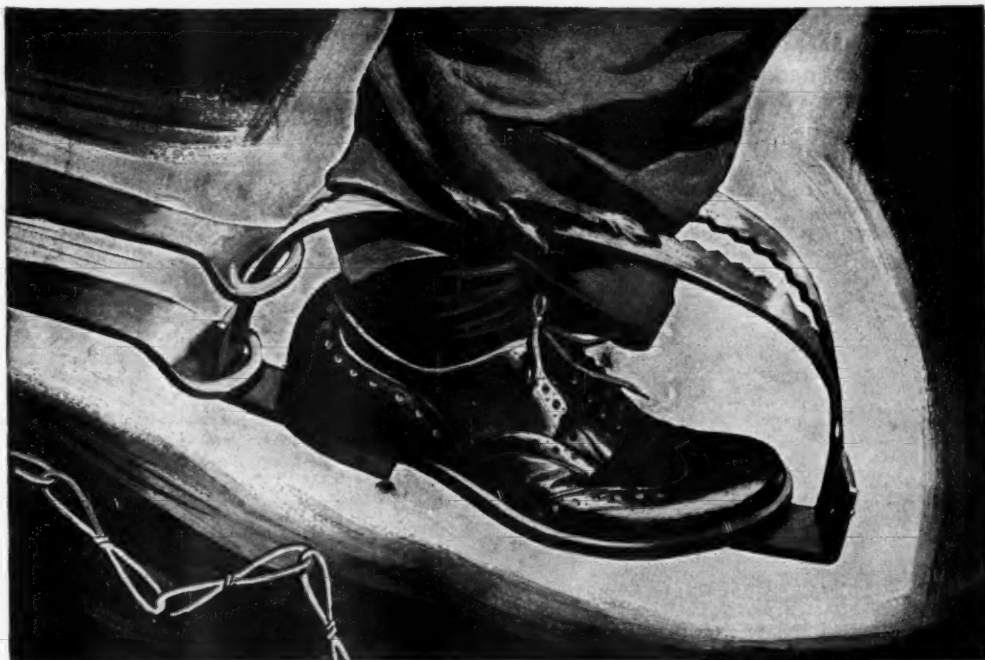
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Comparison of Shipping Costs: Surface versus Air

Commodity: Outboard Motors. Total Value: \$11,970.00.
From Peterboro, Canada to Caracas.

	SURFACE		AIR	
	Weight 3435 Lbs. (Export packed)		Weight 3080 Lbs. (Domestic packed)	
	.....\$ Absorbed by Shipper		3300 lb. rate	
I. Type of Export Packing Used and Cost. (Present rate surface shipments approximately \$0.50 cu. ft.)				
II. Total Insurance Premiums Origin to Final Destination \$14,525 @ 31¢		\$ 45.03		\$ 22.50
III. Shipping Costs to Port of Embarkation: (Specify means of domestic transportation and actual gateway or port)				
A. Rail	\$ 174.70		\$ 193.27	
B. Air				
C. Truck	\$ 174.70	\$ 174.70	\$ 193.27	\$ 193.27
IV. Drayage Costs from Terminal at Port of Embarkation to Export Pier		\$ 63.00		
V. Shipping Costs from Port of Embarkation to Debarcation:				
A. Weight or volume charges	\$ 603.26		\$ 660.00	
B. Ad valorem charges	\$ 603.26	\$ 603.26	\$ 660.00	\$ 660.00
VI. Shipping Costs Port of Debarcation to Market		\$ 23.43		
VII. Consular Fees— Brokerage, Etc.:				
A. Consular blanks, stamps, etc.			\$ 10.00	
B. Miscellaneous charges, including mgr. service	\$ 42.40	\$ 42.40	\$ 10.00	\$ 10.00
VIII. Duties Where Based on Gross Weight	\$ 37.34			\$ 33.49
IX. Interest Charges		\$ 30.00		\$ 7.50
X. Other Charges not Indicated Above				
XI. Total Shipping Costs Factory to Market*		\$1019.16		\$ 926.76
XII. Shipping Costs per Unit Factory to Market				
XIII. Total Time in Transit		One Month	One Week	

*(PREPARED BY PAN AMERICAN WORLD AIRWAYS AS A SERVICE TO SHIPPERS)



TRAPPED!

A year goes by quickly—so quickly that the average man is not discouraged to find himself at the end just about where he was at the beginning.

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The big jobs and big salaries which only yesterday seemed possible of accomplishment now appear remote and unobtainable. The future that held great promise no longer exists.

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Men who sincerely want to get out of the "trap" can turn to the Alexander Hamilton Institute with great hope. Over a period of thirty-nine years, the Institute has re-kindled the ambitions of thousands of men, and has enabled them to turn their dreams of success into actual achievements.

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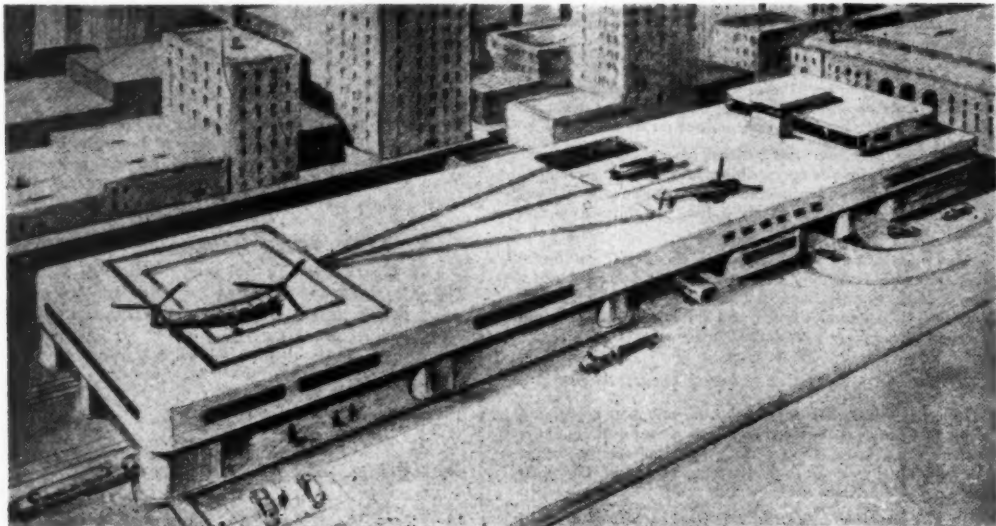
airport

U.S.A.



SHOWING its central location in relation to the cities of the San Francisco Bay Area, Oakland Municipal Airport is here depicted with full detail concerning and explaining projected improvements that are designed to facilitate shipments of airfreight.

NOW that helicopter mail service has officially started in New York, this artist's conception of Westair, the heliport proposed by John F. Budd, editor and publisher of **AIR TRANSPORTATION**, to be used as a helicopter terminal within New York City, is again timely. Although suggested by Budd as far back as 1945, the idea is still sound and practicable. With helicopter service due to start soon in New York, the need for a heliport such as this will soon be increasingly felt by city officials.



BUILDING CHARACTER

(Continued from Page 5)

more air carriers realize the potential in broadening the market of shipments of this type they will find it can be developed into a tremendous business.

Florida orchids, ferns and tropical plants have also found exceptionally good markets in the Northern cities. It is not inconceivable that within the next few years perishable air cargo tonnage will equal that of hard freight over the route of National, thus giving us the balance that we have needed in order to conduct an efficient and profitable airfreight operation.

Our foresight and cognizance of the expanding European and South American markets prompted us to enter into early interline agreements and publish joint rates with international carriers. As air service across the South Atlantic

was and still is limited, National realized the advantage of being an intermediate carrier in these rapidly expanding markets. Whereby it was felt by rendering the International carrier an expeditious



connecting service between gateways, we were not only fulfilling our obligations as an intermediate carrier but also enabling them to increase their tonnage as well as promoting foreign markets. Through improved methods of handling and simplification of transfer, it is now

possible to sell consistently four-day airfreight service between Europe and points in Central and South America. An important factor in the promotion of this South American traffic was the fact that it aided the European carriers in solving their westbound or backhaul problem that formerly existed.

Along these same lines, interline agreements and joint rates with other domestic air carriers has enabled our Southern customers and manufacturers to expand their source of supply to include cities scattered throughout the entire United States. Interchange equipment agreements with various air carriers has enabled much of this traffic to move from origin to destination without change of plane thereby eliminating time in numerous ground time consuming transfers, etc.

By adhering strictly to a public service policy, our freight revenues have

Typical International Rates

These typical rates will give you an idea of how much it costs to send letters and packages overseas via International Air Postal Service. Packages can weigh as little as four ounces, and up to 44 pounds, depending on the destination.

INTERNATIONAL AIR PARCEL POST

COUNTRY	First 4 Oz. Or Fraction	Each Add'l 4 Oz. Or Fraction	Max. Wgt. Lbs.	COUNTRY	First 4 Oz. Or Fraction	Each Add'l 4 Oz. Or Fraction	Max. Wgt. Lbs.	COUNTRY	First 4 Oz. Or Fraction	Each Add'l 4 Oz. Or Fraction	Max. Wgt. Lbs.
ARGENTINA	\$1.51	\$0.76	44	FINLAND	\$0.88	\$0.51	44	NORWAY	\$1.02	\$0.47	44
AUSTRALIA	1.62	1.27	11	FRANCE	1.22	.44	44	PAKISTAN	1.63	.84	22
AUSTRIA	1.05	.49	22	GERMANY	.95	.45	22	PHILIPPINES, Rep. of	1.81	1.26	44
BELGIUM	.98	.43	44	GT. BRITAIN & NO. IRELAND	1.00	.41	22	POLAND	1.06	.52	44
BERMUDA	.76	.13	22	GREECE	1.07	.57	22	PORTUGAL	.71	.44	22
BOLIVIA	1.08	.40	44	GUATEMALA	1.01	.25	44	SAUDI ARABIA	1.56	.77	22
BRAZIL	1.48	.64	44	INDIA	1.70	.96	22	SPAIN	1.21	.45	11
CHILE	1.31	.56	22	IRELAND (EIRE)	.97	.37	11	SWEDEN	.85	.49	44
COLOMBIA	1.21	.40	44	ISRAEL	1.42	.67	22	SWITZERLAND	.92	.46	44
CUBA 8 oz. min.	1.10*	.15	22	ITALY	1.08	.50	44	SYRIA	1.22	.64	44
CZECHO-SLOVAKIA	.88	.48	44	JAPAN	1.27	.91	22	TURKEY	1.15	.57	44
DENMARK	.97	.47	44	LUXEMBURG	.98	.43	44	UNION OF SO. AFRICA	1.31	.94	11
EGYPT	1.24	.33	44	MEXICO	.64	.18	44	URUGUAY	1.26	.76	44
ESTONIA (U.S.S.R.)	1.35	.64	22	NETHERLANDS	.89	.44	44	VENEZUELA	1.27	.36	44
	1.66	.63	22	NICARAGUA	.80	.29	44	YUGOSLAVIA	.87	.52	44

* 8 ozs. to 12 ozs.

INTERNATIONAL AIR MAIL RATES

COUNTRY	Per 1/2 Oz.	First 2 Ozs.	Each Add'l 2 Ozs.	COUNTRY	Per 1/2 Oz.	First 2 Ozs.	Each Add'l 2 Ozs.	COUNTRY	Per 1/2 Oz.	First 2 Ozs.	Each Add'l 2 Ozs.
ADEN	\$0.25			INDIA	\$0.25	\$0.64	\$0.44	NETHERLANDS	\$0.25		
ARGENTINA	.10	\$0.58	\$0.38	IRELAND (EIRE)	.15	.39	.18	NEW GUINEA	.15	\$0.43	\$0.23
AUSTRIA	.15	.45	.24	ISRAEL	.25	.52	.31	NORWAY	.15	.46	.25
BELGIUM	.15	.42	.21	STATE OF	.25	.52	.31	POLAND	.15	.46	.25
BERMUDA	.10	.27	.06	JAPAN	.25	.65	.45	SAUDI ARABIA	.25		
BRAZIL	.10	.55	.35	MEXICO	.06	.30	.09	SPAIN	.15	.43	.22
EGYPT	.15	.52	.31	MOROCCO (FRENCH)	.15			TURKEY	.15	.49	.68
FRANCE	.15	.42	.21					URUGUAY	.10	.58	.38
GT. BRITAIN & NO. IRELAND	.15	.41	.20					YUGOSLAVIA	.15	.43	.22

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PAGE 82—AIR TRANSPORTATION—Air Commerce

grown until now we are frequently among the first four of all the domestically certificated scheduled trunk line carriers. This volume has grown to such an extent that the addition of new equipment has become a necessity. Plans are now being made for the acquisition of at least two all-cargo DC-4 aircraft.

Probably the best indication of our growth is a record of our ton miles of airfreight moved since 1947.

Years	Airfreight Ton Miles
1948	1,291,075
1949	2,104,888
1950	3,482,219
1951	5,374,939

We have already moved 3,872,994 ton miles of airfreight during the first eight months of 1952 with our heavy winter traffic still ahead. Our goal for 1952 is 6,500,000 ton miles.

National's salesmen are in constant contact with local merchants and growers in their communities. By this time, both merchants and airline personnel realize that close cooperation is absolutely necessary in order to increase our business potential.

Until recently Florida and especially Miami was known as a tourist mecca. Its desirable year-round weather has begun to aid in attracting industry. Within the past two years, many new industries have moved to Florida, and Miami is becoming known as a manufacturing center for the needlecraft industry, especially manufacturers of sports clothes. The many advantages offered by Florida are proving to be a great boom to light industry. In the next few years, it is conceivable that the tourist trade could become secondary to manufacturing. We not only will carry the tourist and business traveler but will also attract their airfreight business. This recent manufacturing boom in Florida has improved its economy to a point where it is now possible to attract more people due to the fact that it can support year-round payrolls instead of the former fabulous winters and famine summers. As industry progresses, so will Florida.

National earnestly believes that within a matter of a few years agriculture, which has been the mainstay of the South in its consistent growth, will be surpassed by light as well as heavy industry. In order to compensate for this growth without hampering its expansion, National has placed on order eight Convair liners and four DC7s. These orders are in addition to eight DC6Bs to be delivered within the next few weeks.

An important phase of the airline's sales and public relations program is the service offered by National to business enterprises and communities

through our Industrial Information Bureau.

During the past year this Bureau has assisted several communities and the management of numerous industries in exploring the desirability of relocating business enterprises. In one case, the Bureau was credited by civic leaders of Jacksonville as one of the major factors in the decision by a leading insurance company to move a large regional office into the state. The Bureau, however, does not confine its activities to Florida, but is prepared to assist communities anywhere along its system.

National is pleased with the progress of this service because it believes that the foundation of customer and community goodwill is good citizenship.

All of this is done without placing either the applicant or the community under any obligation to National. We feel that if we render this type of service, the shipper will naturally retain a friendly relationship toward our company.

We believe and the record proves that our premise is sound. What do you think?

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CARGO AT PARIS

(Continued from Page 10)

growing interest the airline is taking air cargo-wise in l'Union Française.

For the world in general, however, the greatest commercial routes are still over the North Atlantic, and Air France is not overlooking this fact. An all-cargo service between New York



and Paris, such as recently instituted by TWA, is being studied, but the results so far have not been made known. Although passengers still pay more than cargo in this sector, due to the cultural attraction of Europe, and there is keen competition, all-cargo flights over the North Atlantic are becoming more numerous. Miroux feels, however, that there is still more to do for passenger service on this sector before the airline can concentrate more fully on airfreight.

The airline's officials in Paris are concerned with the development of Air France's routes. For many of these, new planes have been ordered: 10 more *Super Constellations*, 3 *Comets*, 12 *Vis-*

counts, and the aforementioned 12 *Deux Ponts*. Besides the more extensive development of its routes, Air France has considerable work to do in Paris itself. Quick and efficient though its cargo handling may be at its three terminals, there are some further improvements currently under way, or still to be made, that will add to this efficiency. Le Bourget's cargo facilities are being improved at present in the form of a more permanent and larger cargo building. A similar improvement has been discussed for Orly that may soon come true. Eventually too, as its cargo business increases, Air France will find it expedient to use more all-cargo transports. For even now the growth in air cargo is being met with the carrier's usual foresight and Gallic good sense, two of the attributes that have helped Air France grow to its present size as the longest airline in the world.



MARKETING

(Continued from Page 6)

ber one fruit candidate and tomatoes as the leading vegetable candidate. In regard to agricultural products transported thus far, these two stand out in all reports.

Conclusions on Benefits:

The study emphasized benefits to both producers and consumers from the air transportation of fruits and vegetables. The consumer would benefit by the opportunity to purchase better quality produce. It was stated that the consumer is becoming more vocal in demanding speed in the transportation of fresh produce because he is aware that the quality of fresh produce would be improved. It was pointed out that air transportation would enable the delivery of produce with a high vitamin C content. This would be achieved by harvesting naturally ripened products and by shipping them with sufficient

(Continued on Page 84)

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(Continued from Page 83)

speed to prevent the usual deterioration associated with surface transport. Table V-4 indicates the results of experiments to determine the rate at which vitamin C content declines with the passage of time. Inspection of the table shows a tendency for the vitamin C content to depreciate rapidly. The Larsen study reasoned that the tremendous increase in the sale of vitamin products in recent years indicated that the public might

appreciate the ability of air transportation to conserve the vitamin content in fresh produce. A final consumer benefit mentioned arises from an increase in the variety of products made available. Air cargo would permit the marketing of tropical produce in markets previously inaccessible. It would also extend the present market for strawberries and certain varieties of grapes.

The study outlined the benefits to growers and marketers as follows:

TABLE V-2

RELATIVE STRENGTH OF AIR CANDIDATE COMMODITIES
AT VARIOUS TON-MILE RATES—FRUITS

15¢	10¢	7¢	5¢	3¢
Strawberries	Strawberries Peaches	Strawberries Grapes Peaches Cantaloupes Cherries Pineapples Plums Raspberries Avocados	Strawberries Grapes Plums Peaches Cantaloupes Pineapples Cherries Pears Avocados Honeydews Tangerines Apricots Raspberries	Bananas Grapes Cantaloupes Plums, prunes Peaches Pineapples Strawberries Cherries Oranges Grapefruit Honeydews Pears Avocados Lemons Apricots Tangerines Raspberries Fresh figs

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1. Higher market returns because of:

- a. Greater freshness which enhances appearance and reduces spoilage risks.
- b. Increased weight.
- c. Improved flavor of tree or vine-ripened produce.
- d. Extended marketing area.
- e. More accurate selection of favorable markets.

- f. Better opportunity to market the early crop quickly when supplies are scarce and high.
- g. Reduced shrinkage.
- h. Increased sales life of some products.

2. Lower marketing costs because of:

- a. Less refrigeration cost and the possible elimination of artificial refrigeration while in transit.

TABLE V-3

RELATIVE STRENGTH OF AIR CANDIDATE COMMODITIES
AT VARIOUS TON-MILE RATES—VEGETABLES

15¢	10¢	7¢	5¢	3¢
Tomatoes	Tomatoes Beans	Tomatoes Lettuce Asparagus Beans Cabbage Peas Spinach Corn Cucumbers Endive	Tomatoes Lettuce Beans Peas Celery Asparagus Cabbage Spinach Peppers Cauliflower Cucumbers Corn Endive Beets Broccoli Brussel sprouts Radishes Shallots	Lettuce Tomatoes Celery Peas Beans Cabbage Cauliflower Asparagus Spinach Peppers Cucumbers Broccoli Carrots Endive Corn Beets Onions Turnips Radishes Brussel sprouts Shallots Sweet potatoes

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- b. More direct marketing with fewer middlemen.
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Prof. Gentry

Upon completion of the study, certain conclusions were drawn by Dr. Larsen and his associates:

The data assembled in this study plainly reveals that at a rate of 15 cents per ton-mile, 24 million ton-miles of fresh fruit and vegetable traffic may be expected to materialize and that at 10 cents per ton-mile, the volume may be approximately 64 million ton-miles. At 7 cents per ton-mile, upwards of 333 million may be expected, and at 5 cents the volume would increase to almost a full billion. At 3 cents the volume would jump to over 4 billion ton-miles.

Because of these facts and because wholesale and retail merchants as well as growers and the consuming public all stand to benefit from air shipment of fresh produce, it is quite clear that a field exists which is susceptible to future development—provided, of course, that air transport rates can be reduced to the lower levels postulated in this study.

TABLE V—4

VITAMIN C CONTENT IN FRESH FRUITS AND
VEGETABLES WITH THE PASSAGE OF TIME

Product	Period of Time	Milligrams
Asparagus	Freshly cut Stored 24 hrs. refrigeration	18-44 9-32
Snap Beans	Freshly picked Stored 6 days refrigeration	17 9.8
Cauliflower	Freshly harvested Stored 4 days room temperature	94 54
Corn	Field fresh 4 days room temperature	14 7
Endive	Freshly harvested Stored 3 days room temperature	14 4
California Lettuce	Freshly harvested Stored 3 days room temperature	12 6
Peas	Freshly picked Stored 48 hrs. refrigeration	35.4 17.2
Spinach	Fresh leaf Stored 5 days refrigeration	60 21
Strawberries	Freshly picked Stored 5 days refrigeration	74 17.1
Tomatoes	Two hours after picking Seven days after picking	44 34

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JUNEAU

To Juneau, capital of Alaska, the bearded prospectors, the dance hall girls and gamblers, even the gleaming yellow nuggets are relics of the past. Now a modern city, it boasts extensive lumber exports and a thriving tourist trade. Today's adventurers find a sporty golf course, spectacular ski slopes and gorgeous scenery.

The \$1,000,000 Territorial Building houses one of the world's best museums. And the city's social headquarters, the

modern Baronof Hotel, has interesting murals of old Alaskan legends on the walls of its Bubble Room.

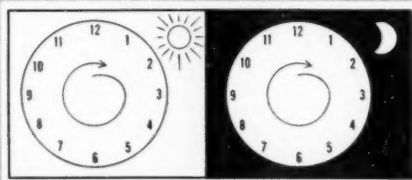
Although no roads lead to Juneau, it can easily be reached by boat or plane. During the past year, 296 ships—184 American Flag and 112 Canadian vessels—called at the port. Actually only about two dozen ships were involved but their repeated calls gave excellent service to this historic port.

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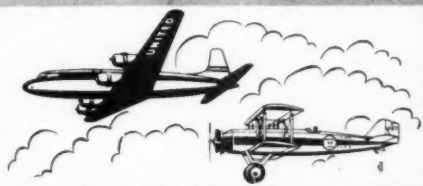
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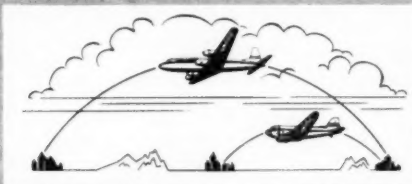
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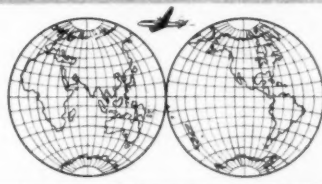
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